

50th anniversary PRR, NYC, NH, and Penn Central photo special p. 40

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An **all-color** tribute
to the end of an era
on **Grand Trunk
Western**
p. 20



plus

**Variety in
Duluth, 1974**

p. 66

**Railroads,
trucks, and
highways**

p. 56

**Steam
surprise
on the SP**

p. 34

**So long,
Southern
Belle**

p. 30

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Vol. 19 • Issue 1



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This Issue



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GTW 2-8-2 4070, extant today in Ohio, departs Oxford, Mich., for Pontiac with the "gravel run" in August 1959. J. David Ingles

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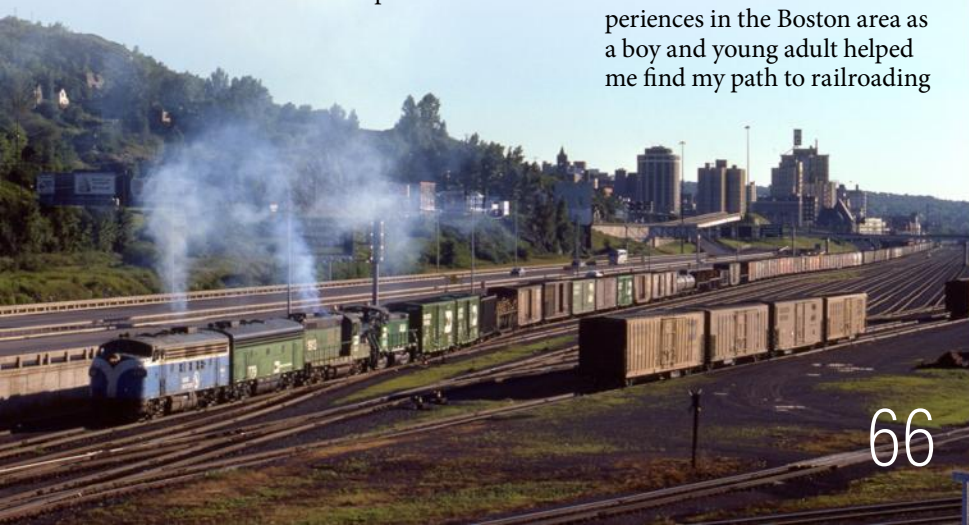
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Steam bows out with a bang

Most of the dozen or so U.S. Class I railroads that continued regular steam operations after the end of 1957 did so in locations and on assignments that were far from the public eye. That was just fine with some roads, especially those that had announced their total dieselization, only to quietly reactivate some steam engines when traffic surged. When the end finally came, it often came in places like Williamson, W.Va. (N&W); Douglas, Ariz. (SP); or Centralia, Ill. (CB&Q), as lonely, dirty power brought transfers or mine runs into terminals for the final time.

In this regard, the Grand Trunk Western stands out. For one thing, it was among the last members of that elite Class I club to sideline steam, doing so in late March 1960. Also, GTW kept steam active after 1957 all across the board, making time with local and intercity passenger trains, hauling mainline and branchline freights, and switching in yards. Perhaps most notably, GTW's cinders fell in an area that was home to millions of people, anchored by one of the nation's biggest cities. No other U.S. road kept steam alive for so long, in such a variety of jobs, before such a large audience.

Yet despite its status as "America's last real steam show," GTW has often been overlooked. Beginning on page 20, Senior Editor Dave Ingles, who lived just outside Detroit during some of those final years, addresses that imbalance.

Robert S. McGonigal
EDITOR



Mikado 3752, exhibiting the high standard of care that Grand Trunk Western steam enjoyed even in its final years, restarts a commuter train at Milwaukee Junction in May 1959.

J. David Ingles



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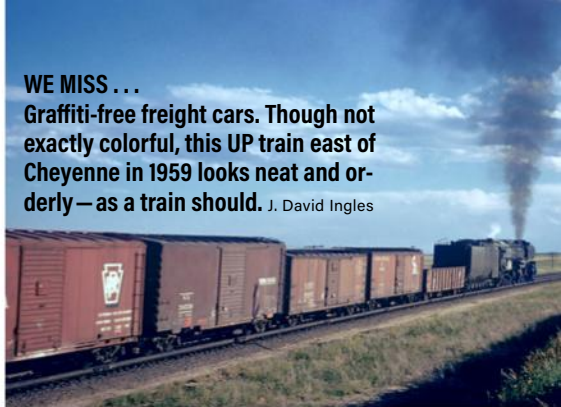


A potpourri of railroad history, then and now

HeadEnd

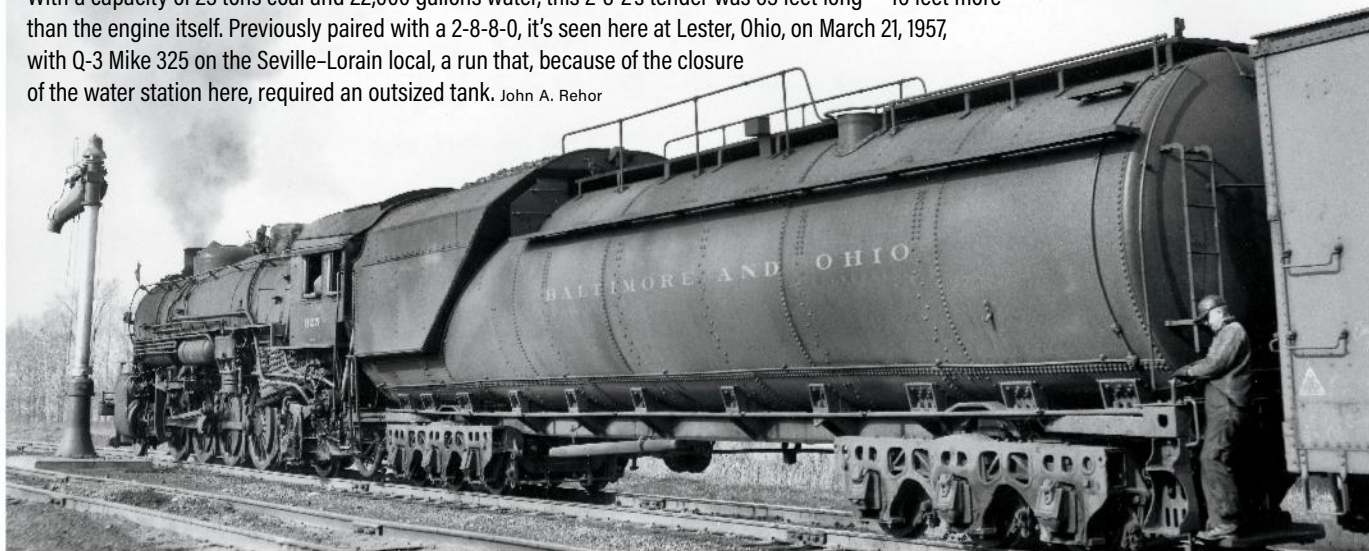
WE MISS . . .

Graffiti-free freight cars. Though not exactly colorful, this UP train east of Cheyenne in 1959 looks neat and orderly—as a train should. J. David Ingles



B&O's long drink of water

With a capacity of 23 tons coal and 22,000 gallons water, this 2-8-2's tender was 63 feet long — 16 feet more than the engine itself. Previously paired with a 2-8-8-0, it's seen here at Lester, Ohio, on March 21, 1957, with Q-3 Mike 325 on the Seville-Lorain local, a run that, because of the closure of the water station here, required an outsized tank. John A. Rehor

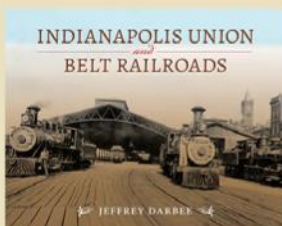


PRR and NYC: Not so different after all?

As we mark the 50th anniversary of the Penn Central merger [pages 12 and 40], we're reminded of the many and major differences between the two protagonists. These two photos, taken in mid-1966 in Chicago, show that in at least one instance the Pennsy and Central presented nearly identical images, as long-hood-forward GP7s towed the old rivals' flagship trains to their Windy City coach yards. At left, PRR 8551 has hold of the *Broadway's* equipment south of Union Station; at right, NYC 5926 hauls the *Century's* cars south of La Salle Street Station. Two photos, J. C. Smith Jr.

HOW MANY U.S. railroads operated more than 1,000 route-miles in 1947? See page 7 for the answer!

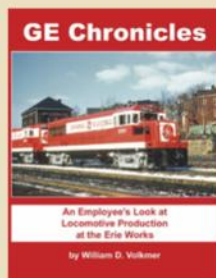
Reviews



Indianapolis Union and Belt Railroads

By Jeffrey Darbee. Indiana University Press, Bloomington, Ind. 248 pages. \$45.

What makes a great railroad city truly great? Credit usually goes to the big trunk lines, but as this handsome book proves, sometimes greatness is writ small. That's the case in Indianapolis, where even mighty NYC and PRR (plus B&O, IC, NKP, and Monon) depended on two small switching roads, the Indianapolis Union and Indianapolis Belt. Author Darbee's highly readable text shows how the IU made possible the first great big-city union station. He traces the Belt's origins in the stockyard business and its eventual role in keeping freight moving across the city. You don't have to be a Hoosier to fall under the city's spell, thanks in part to a generous mix of first-rate photos and maps. — *Kevin P. Keefe*



GE Chronicles

By William D. Volkmer. Morning Sun Books, Scotch Plains, N.J. 128 pages. \$59.95.

Author Volkmer, one of the relatively few fans in the early 1960s to embrace the study of diesels, worked in General Electric's Erie, Pa., locomotive plant 1968–74. As such he was "our man on the inside," contributing advance photos and information to railfan publications under pseudonyms, as well as filing away stories that make for great reading 40-plus years later. Those stories, and the profusion of color photos of units at Erie and on the road that accompany them, make this a highly entertaining and informative book. Some highlights: a 42-inch-gauge South African unit towing an SP U33C on the multi-gauge test track, a Black Mesa E60 electric switching an ex-C&O coach stored at Erie, and PAs and other exotic trade-in units. — *R.S.M.*



Chicago & North Western E Unit Finale

By Bruce C. Nelson. South Platte Press, David City, Nebr. 80 pages. \$29.95.

Overshadowed by the E-unit fleet that ruled Burlington Northern's line west from Chicago were 13 E8s and 9s owned by and painted for Metra forerunner RTA, which ran the units on their native C&NW lines. After a summary of the E-unit era on the North Western, this well-done, all-color book chronicles the baker's dozen from 1980, when the first one got RTA colors, to 1993, when Metra retired the final four. The book details modifications to the units, differences among them, routine assignments, and extracurricular activities including fan trips, directors' specials, temporary service on Long Island, and a final blaze of glory piloting Amtrak detours to Omaha. Disposition of the Es is covered as well. — *R.S.M.*

Sounds of steam on the Grand Trunk Western

Listen to tracks from *Detroit Division*, an album of stirring GTW steam sounds recorded in 1959, accompanied by a photo gallery of GTW steam in action.



Podcast

Our newest online feature, the "Tales of the Rails" podcast presents true stories of adventure as experienced by railfans and railroaders during the golden years of railroading.



Blog

Read the weekly blog by our columnist Kevin Keefe, who reflects on the places he's been, the people he's met, and how railroading's history impacts the industry today.



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Road helps build railroad

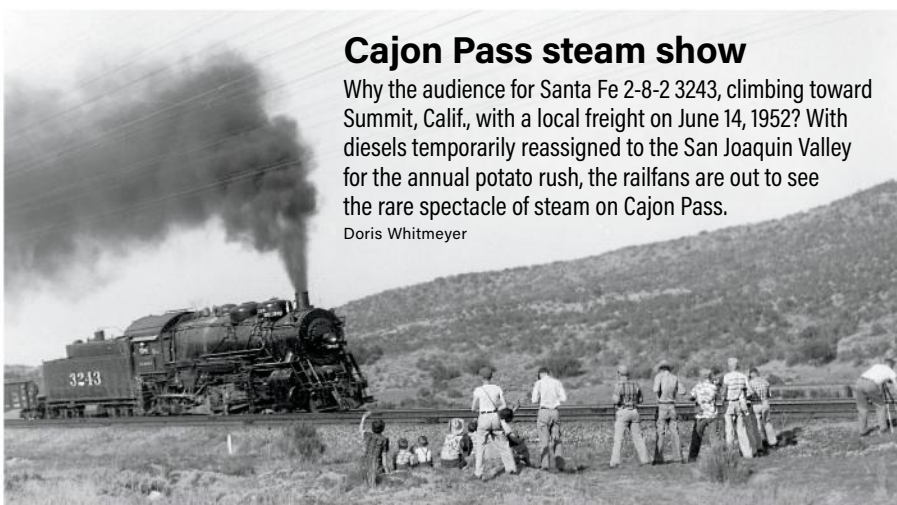
On pages 56–63, H. Roger Grant examines the complex relationship between railroads and highways; here's an aspect he didn't cover. When Chicago & North Western was building its Adams Line northwest from Milwaukee in 1910, a number of cuts and fills were required to prepare the right of way. So C&NW sent a rail-mounted steam shovel out the Milwaukee Road to Ixonia, Wis., then, using 50 feet of track in leap-frog fashion, moved the shovel 8 miles along local roads to the work site at Lebanon. Horses dragged the rail and ties as the shovel steamed ahead.

Alexander Krueger, Glenn Oestreich coll.



Clinchfield comeback

Classic diesels from the 1940s, '60s, and '70s teamed up on the 75th annual Santa Train down the old Clinchfield Railroad between Shelbyville, Ky., and Kingsport, Tenn., on November 17, 2017. CSX, Southern Appalachia Railroad Museum, and others teamed up to put restored F7 No. 800 — Clinchfield's first diesel — on the point, backed up by SD45 3632, representing the seven SD45s CRR got from parent Seaboard Coast Line, and two CSX executive F40PHs. Ron Flanary



Cajon Pass steam show

Why the audience for Santa Fe 2-8-2 3243, climbing toward Summit, Calif., with a local freight on June 14, 1952? With diesels temporarily reassigned to the San Joaquin Valley for the annual potato rush, the railfans are out to see the rare spectacle of steam on Cajon Pass.

Doris Whitmeyer

The only way to go

California fans loved to ride SP's Owens Valley narrow gauge, but the line had almost no passenger equipment. Flatcars fitted with sides and, in some cases, His and Hers outhouses, solved the accommodation problem. Rain was of little concern in the arid valley. CLASSIC TRAINS coll.



ANSWER from page 5, according to the AAR: **44.**

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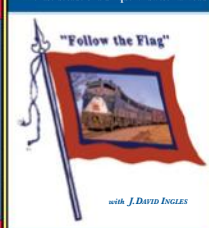
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Utilizing N&W (ex-Virginian) trackage rights, Norfolk Southern Baldwin AS416 1608 heads for Little Creek, Va., with "Nips" on August 17, 1960.

Harry Bundy

Getting the "Nips" to the PRR

Regarding the late William Warden's "Off-Loading at Little Creek" [page 76], into the 1960s this was the interchange point for the Norfolk Southern Railway and the Pennsylvania Railroad. A major commodity southward was automobile frames from Reading, Pa., for the General Motors assembly plant in Doraville, Ga., via the NS to Charlotte, then the Southern Railway, which avoided the restrictive clearances of the Pennsy's Baltimore tunnels. Northward, NS delivered 10-car cuts of phosphate bound ultimately for Valleyfield, Quebec. NS train 98 had to arrive at its Carolina Yard in Norfolk in time for cars destined for the Pennsy to be inspected, classified, and taken 6 miles (above) to Little Creek before the 4 p.m. cutoff time for PRR's "D-2" float to Cape Charles for the once-a-day freight train up the Delmarva Peninsula. I was first assigned to the yard in 1961 and quickly learned that "Get the Nips ready" did not mean violating Rule G. "Nips" was a term from PRR ancestor New York, Philadelphia & Norfolk, NYP&N, pronounced "Nip'n N." — *Harry Bundy, Roanoke, Va.*

Santa Fe: a different look

I started reading the cover story, Larry E. Brasher's "Santa Fe Goes to War" [page 20], and thinking that here's just another article about steam locomotives and how great Santa Fe's were. But, no! Soon the subjects are short sidings, union contracts, and many other topics rarely written about, followed by the capital improvements that led to the modern Santa Fe we knew. I recommend James Brown's *Illinois Division of the Santa Fe Railway*, in which he points out that other than the Hudsons, no big steam of the Santa Fe got to Chicago owing to clearance issues east of Joliet. It was a super railroad run with Mikados and Pacifics.

Ira Silverman, Rockville, Md.

D&H 17 was a speedster

Regarding "Emergency Transplant on a PA," by Chris MacDermot with Preston

Cook [page 32], I watched Delaware & Hudson PA 17 receive its replacement 12-cylinder engine in Colonie Shop. The Alco went on to run in the daily pool of Albany-Montreal passenger power until the "PA4" upgrade for all four in Idaho. Except on Canadian Pacific's double track just out of Montreal, there are no places on that route to make any real speed. The late D&H engineer, Jerry Sawyer, told me he could get 17, once it had the 12-cylinder engine, up to 89 mph in that stretch between Adirondack Junction and Delson, but none of the other three D&H PAs with the 16-cylinder engine could accomplish that in the same distance. Good things do come in small packages!

Jim Shaughnessy, Troy, N.Y.

Dad, the Q, and *Columbian*

Two articles certainly made for a "triple" if not a "home run" with me. Like

Richard J. Anderson, who as a Creston, Iowa, boy of 14 rode the *Nebraska Zephyr* in 1948 to Chicago ["By Train to the Railroad Fair," page 46], I was then a 12-year-old in Burlington, Iowa, whose father was a machinist at CB&Q's West Burlington Shops and appreciated my railroad interest, as did Jim Shaughnessy's non-railroad father in "The Old Man" [page 40]. That same summer, Dad, utilizing his railroad pass privileges, and I designed a train tour for us to the West Coast. To go westbound, I chose my second-favorite road (after the Q), the Milwaukee Road. Which train did we take? One which honored his pass, the *Columbian*, featured in "True Color" on pages 14-15. We also took in the Chicago Railroad Fair.

E. Wayne Gieselman, Marshalltown, Iowa

Recalling NH's Otis Sweet

Chris Burger's "Artistic License" in his "Best of Everything" series entry [page 54] featuring Gil Reid's artwork, brought back a memory from 60 years ago, as I knew engineer Otis Sweet well. He offered me my first cab ride, from our Milford branch home in Franklin. It would have been on a 2-6-0 or a 44-ton diesel. I was age 6, so Mother wouldn't hear of it, but when I was in high school, Dad arranged for me to ride an Alco DL109 on a Boston local.

R. K. Rosenberg, McLean, Va.

RDCs through the tunnel

The "Bumping Post" entry on B&O's stations in Baltimore [page 91] interested me because I was stationed in the city as a PRR sales rep in 1959 and through the first half of 1960. The statement that Mt. Royal station was closed in 1958 is incorrect, because I have photos taken in 1959 and I think maybe also 1960 of RDC

trains at Mt. Royal. These were the locals and commuter schedules from Washington, D.C., that stopped at Camden but then proceeded on through the tunnel to terminate at Mt. Royal. I well remember all the RDC smoke in the trainshed.

Frank Tatnall, Radnor, Pa.

Phoebe was the choice

Peter Komelski's "Phoebe to the Rescue" in "The Way It Was" [page 82], about his Erie Lackawanna ride in 1966, resonated with me too. In that summer, I was a Santa Fe ticket clerk at Los Angeles Union Passenger Terminal. We had lots of folks trying to go east and New York Central and Pennsy both were jammed, as they had been running fewer and shorter trains in those years of declining ridership. So for anyone going to New York or northern New Jersey, I would route them on EL's *Phoebe Snow*. While it was slower than the two big roads' trains, I figured EL patrons would get better service. It helped that both Santa Fe and EL used Dearborn Station in Chicago. For those bound to Washington or Baltimore, I learned that Baltimore & Ohio regularly ran an extra section and so would route patrons via B&O when possible. Even for Philadelphia, I'd route B&O to Washington and then PRR, as I suspected B&O's equipment was kept in better condition.

Ed Von Nordeck, Riverside, Calif.



Talgo today, an RS1 in 1977

Winter CT rekindled a recent memory and one from 40 years ago. The 1949 ACF Talgo train photo on page 49 in "By Train to the Railroad Fair" looks like my April 2017 shot (above) at the Railway Museum of Catalonia near Barcelona, Spain. I related to William Warden's "Off-Loading at Little Creek" [page 76], with a Penn Central Baldwin, in recalling my July 4, 1977, visit. By then, Virginia & Maryland had replaced PC, and the slip's diesel was an Alco RS1 still painted Soo Line. Car float *Captain Edward Richardson* was still in use, though. — Ed Mackinson, Martinez, Calif.

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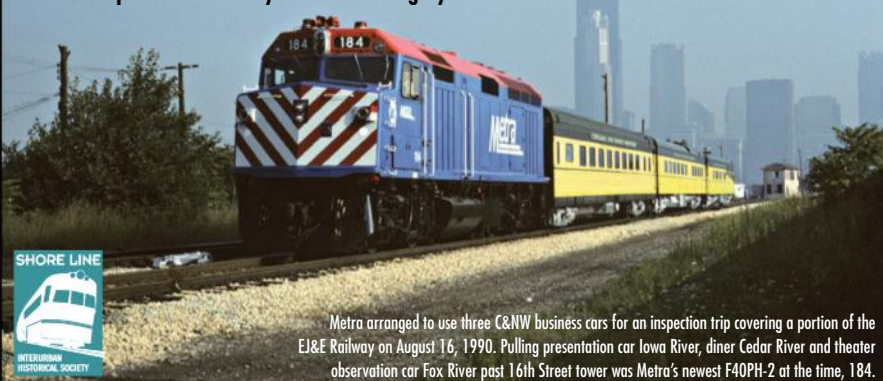
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Minnesota's Centennial Train, led by a CB&Q E5, crosses GN's James J. Hill Stone Arch Bridge.

Hol Wagner collection

Centennial trains

Alan Byer's "1 Train, 2 Centennials" [page 58] brings to mind another such train. Minnesota celebrated its statehood centennial in 1958 and created a Statehood Centennial Commission to plan and execute events. A report afterward said, "The Commission's largest project was the Centennial Train. . . . Six exhibit cars presented every aspect of Minnesota life — past, present and future." During April 19–September 3 the nine-car train, all painted in University of Minnesota gold and maroon, visited almost 100 cities. Although the Burlington was responsible for a tiny minority of the tour, perhaps the best-known photo of the train is the one above, as it left Minneapolis.

Hol Wagner, Arvada, Colo.

Alan Byer brought back memories of an 11-year old boy who was very excited to see the Centennial Train at its stop in Richwood, W.Va. Being a son of a coal miner, I was very interested in the coal mining display. I think Richwood was selected because Jim Comstock, editor of the *West Virginia Hillbilly*, a local publication, probably campaigned to have the train displayed in his hometown.

William Sparkmon, Franklin, Tenn.

The train from outer space

Kevin P. Keefe's recollection of his first encounter with the GM Aerotrain ["Train From Outer Space," page 12] paralleled a similar incident in my childhood. My grandparents lived near the PRR main line in Portage Pa., and when playing I always

watched for the parade of Tuscan-red, E-unit-powered passenger trains. One afternoon I heard a train coming from the east, and to my surprise it was the Aero-train. My first impression was, indeed, something from outer space, a rocket ship right out of the Buck Rogers comic strip.

Excited, I yelled to Grandma if she had seen it and knew what it was. She did not, so my afternoons were spent anticipating my next encounter with what I called the "fancy train." To me, photos of this impressive train do not do it justice.

Dan Davidson, Lagrange, Ohio

Captain Jack Joint High School in Mount Union, Pa., where I was a sophomore in 1956, had a sweeping view of PRR's elevated Middle Division. One day our principal, Mr. Madden, announced over the p.a. system that a new kind of train was coming through and we were going outside to see it. All students assembled in the parking lot and watched as the beautiful silver Aerotrain caught the sunlight as it streaked by, looking indeed like something out of a science fiction movie. I suspect Mr. Madden was a railfan, and I am grateful for the memory.

Richard C. Price, McVeytown, Pa.

Listening to the M&StL

The Minneapolis & St. Louis photo at the bottom of page 70 in J. David Ingles' "Louie & Katy, We Hardly Knew Ye" re-kindled childhood memories, as I grew up in Bartonville, Ill., a half mile to the south. From our backyard, we could hear M&StL diesels switching Bartlett Yard. I

Little kids, big trains

Although every issue of CT contains something to which I can relate, Editor Rob McGonigal's "Thanks, Dad" in his page 4 "Welcome," with his father's photo of him and his sister watching a GG1 fly past, got to me quick. I can say, "Been there, done that," as this photo (right) shows my sister Penny and me waving at a Boston & Albany doubleheader, Hudson 607 up front, in summer 1949 near Pittsfield, Mass. My sister, not quite 4, was intimidated by the action and noise and was holding onto me for dear life and protection. Isn't that what big brothers are for? I was almost 9. This image is from a print I'd made years ago from Dad's original slide, now, sadly, nowhere to be found.

*Norman T. Marten Jr.
Bainbridge Island, Wash.*



Sister Penny grabs her big brother as a Boston & Albany doubleheader thunders past them in 1949.

Norman T. Marten Sr.

have grainy photos from January 1965, when flooding Kickapoo Creek inundated the yard. Today an I-474 exit ramp loops through the yard office and track area.

Carl M. Lehman, San Antonio, Texas

Families who understood

The articles by Robert S. McGonigal ["Thanks, Dad," page 4] and Jim Shaughnessy ["The Old Man," page 40] reminded me of the lengths to which my "old man," Craig Lonsdale, went to help me watch and photograph trains in the late '70s and early '80s. We lived in Lyons, N.Y. on Conrail's ex-NYC main, but Dad drove me to diverse spots such as Watertown, N.Y.; Toronto Union Station; Boston; Bluefield, W.Va.; and Chicago. He wasn't a railfan, but his tolerance led to my 30-year career in the railroad and supply industries. Kudos also to my mom, Beatrice, still going strong at 92, for her endless waits while I took photos.

Cameron Lonsdale, State College, Pa.

I appreciated the stories about adult non-railfan family members who supported their younger members' interest in trains. As I grew up on the south side of Chicago in the 1960s, my grandmother laid the foundation that resulted in my lifelong love of railroads, taking me to the Forest Hill crossing of PRR and B&OCT. In summer 1968, my dad, also not a fan, and I got a cab ride from a kind C&O engineer who invited us up with him in GP35 3538 as he worked Rockwell Yard.

Geoff Urban, Chicago, Ill.

My dad would take me down to the South Norwalk, Conn., station on the New Haven in the 1960s and place me on an REA wagon, where we'd watch the trains go by. Like Dad, I loved motors. It was exciting to see a passenger job with a "Jet" (EP-5) or a freight with ex-Virginian motors. I began a 44-year railroad career on the New Haven in 1968 and retired in 2012, but I'll never forget those times.

Rick Abramson, Trumbull, Conn.

Winter slip-ups

• Page 6: The suggested retail price for the book *Pennsylvania Railroad Shamokin Branch* is \$120.

• Page 52: CB&Q 637 is a class K-2. It is now at the Illinois Railway Museum.

• Page 61: The 14th Street siding in Washington is by the Bureau of Engraving and Printing.

• Page 74: Lehigh Valley Alco RS2 210 is at Auburn, N.Y. 

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Trains editor, David Morgan, so named the NP in 1985

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How we got to now



J.W. Swanberg photo

- A 1930s merger master plan that could have prevented decades of chaos.
- A New Haven veteran remembers the bad old days of Penn Central.
- Picking up the pieces: What it took to restore order after Penn Central.

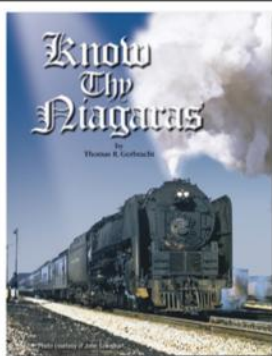
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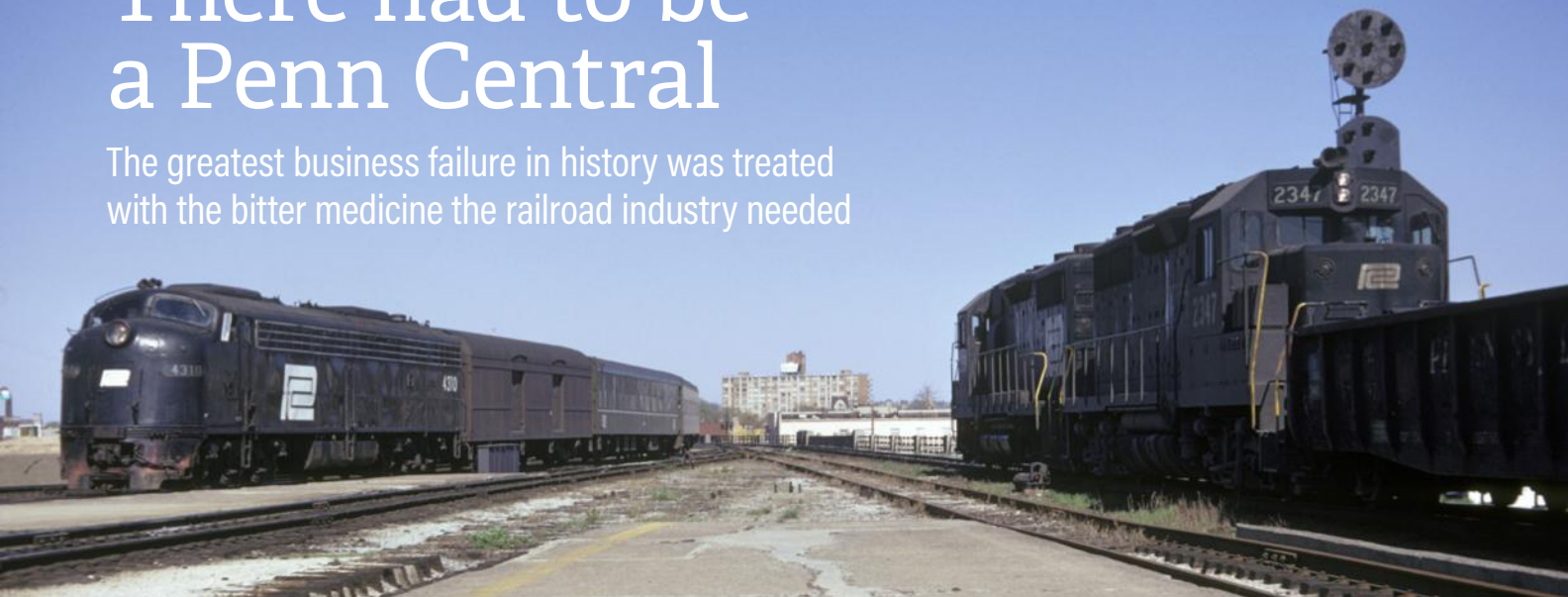


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There had to be a Penn Central

The greatest business failure in history was treated with the bitter medicine the railroad industry needed



E8 4310 arrives at Dayton Union Station with Pittsburgh-St. Louis train 13 as a freight heads east on April 24, 1971, one week before Amtrak.

David P. Oroszi

I doubt many readers of CLASSIC TRAINS require an introduction to the Penn Central, given its lingering impact on just about every aspect of today's railroad scene. You might even wince at the sound of the railroad's name, such was the gloomy trajectory of its short history. But a quick thumbnail refresher is in order.

The basic facts are stark. On February 1, 1968, two standard-bearing railroads combined in what was up to that point the largest corporate merger in American history. They were ancient enemies, the Pennsylvania and the New York Central, but by the 1960s they, like all railroads in the Northeast, had been pushed into a corner by a declining industrial base, burdensome passenger service, the unforgiving economics of the short haul, and, arching over everything, the stifling reality of regulation. Salvation, it seemed, was only possible in a once-unthinkable marriage. As a condition of approval, the Interstate Commerce Commission required inclusion of the even weaker New Haven.

We all know what happened little more than two years later. On June 21, 1970, unable to raise enough cash to make a dent in its staggering debt, PC's board filed for Section 77 reorganization, a provision in bankruptcy law created to enable railroads to keep running. Up to that

point, it was the largest corporate bankruptcy in U.S. history.

This 50th anniversary of the merger is important enough for CLASSIC TRAINS to mark with a special photo gallery in this issue [page 40], presenting some memorable images of not only Penn Central, but also its three key components.

To get a feel for those ugly times, I reached up to my shelf for a book I hadn't cracked in years, *The Wreck of the Penn Central* (Little, Brown, 1971), a blistering

business tell-all by Joseph R. Daughen and Peter Binzen, who'd spent years reporting on PC for the *Philadelphia Bulletin*.

Theirs was a crisp, classic exposé, detailing the now-familiar themes of the PC implosion: the Green Team vs. Red Team, incompati-

ble computer systems, diversions of cash and intellectual capital to non-railroad adventures, and politicians and regulators who were asleep at the switch.

They even had three perfect villains. There was the chairman, Stuart Saunders, the former PRR chief and a political animal who, it was said, never truly understood the railroad game. Desperately patching up the leaks was David C. Bevan, a brilliant but venal chief financial officer. The third was former NYC boss Albert Perlman, regarded by many as a

genius railroader but eventually left fuming on the sidelines.

Daughen's and Binzen's book was released to generally good reviews. Some critics, no doubt occasional riders of PC trains, couldn't help getting snarky in characterizing railroad management. "A Philadelphia housewife could have done better," said the headline in the December 12, 1971, *New York Times*. In truth, 1971 was awfully early for a book like this — the scent of bankruptcy was still fresh in the air — and even the authors acknowledged that the true meaning of Penn Central wouldn't be fully understood for years to come. But even at that early juncture, Daughen and Binzen were prescient.

"... In retrospect, one might argue that Penn Central's bankruptcy was the best thing that could have happened to the railroad industry and even to Penn Central," they wrote. "Previously, when the railroads cried wolf the politicians and public paid them little heed. It was hard to feel much sympathy for transportation companies that provided terrible service yet rarely — in the PRR's case, never — missed a dividend. After June 21, 1970, everything changed."

Of course, what Daughen and Binzen could not have known was that PC's demise would spark the very things the railroad industry needed. Less than a year after the bankruptcy, Amtrak came along to assume the burden of intercity passen-

Considering Penn Central's titanic legacy, perhaps it's only fair to show the road a little love.

ger trains. In 1976, Congress enacted the Rail Revitalization and Regulatory Reform Act, which provided for the launch of Conrail. The biggest watershed of all, deregulation, came with 1980's Staggers Act. All these things made possible the rail revolution of the 1990s, a comeback that, despite fits and starts, continues today.

With that kind of legacy, perhaps it's only fair to show the Penn Central a little love. One group happy to do that is the Penn Central Railroad Historical Society, whose nearly 700 members are unapologetic about their favorite railroad. I asked Steve Hipes, the editor of the organization's magazine *The Post*, how the group copes with all that historical baggage.

"Actually, it is the historical baggage that drives many of us," he told me. "PC fans know the railroad was saddled with the burdens of its predecessors, and solutions were severely limited by a regulatory system locked in the 19th century. The deck was stacked against them; that made PC the underdog. We admire the work ethic of many of its employees, who did their best with no resources. We love the incredible variety of its equipment and the reach of its system."

Hipes left me with this observation: "Most of us think if PC had been given the same playing field as Conrail, then SD70ACe No. 1073, Norfolk Southern's Penn Central Heritage unit, would be just another Penn Central diesel."





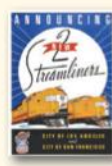
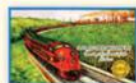
Fair enough. Even I can remember when I was pulling for PC. I recall clearly a day in spring 1968 when my local newspaper ran a front-page photo of the freshly repainted EMD road-switcher assigned to my small hometown terminal. As soon as I got home from high school and saw the paper, I borrowed the family car and sped down to the depot for a look. There it was, imposing in glossy black, its huge, brilliant white "mating worms" PC logo proclaiming there was new game in town.

It was a game that went sour very quickly, but given all that the ensuing disaster bequeathed, maybe Penn Central deserves more than just our pity. Maybe we should be glad the whole thing happened. 📖

KEVIN P. KEEFE joined the *TRAINS* staff in 1987, became Editor in 1992, and retired in 2016 as Kalmbach Publishing Co.'s vice president, editorial. His weekly blog "Mileposts" is at ClassicTrainsMag.com.



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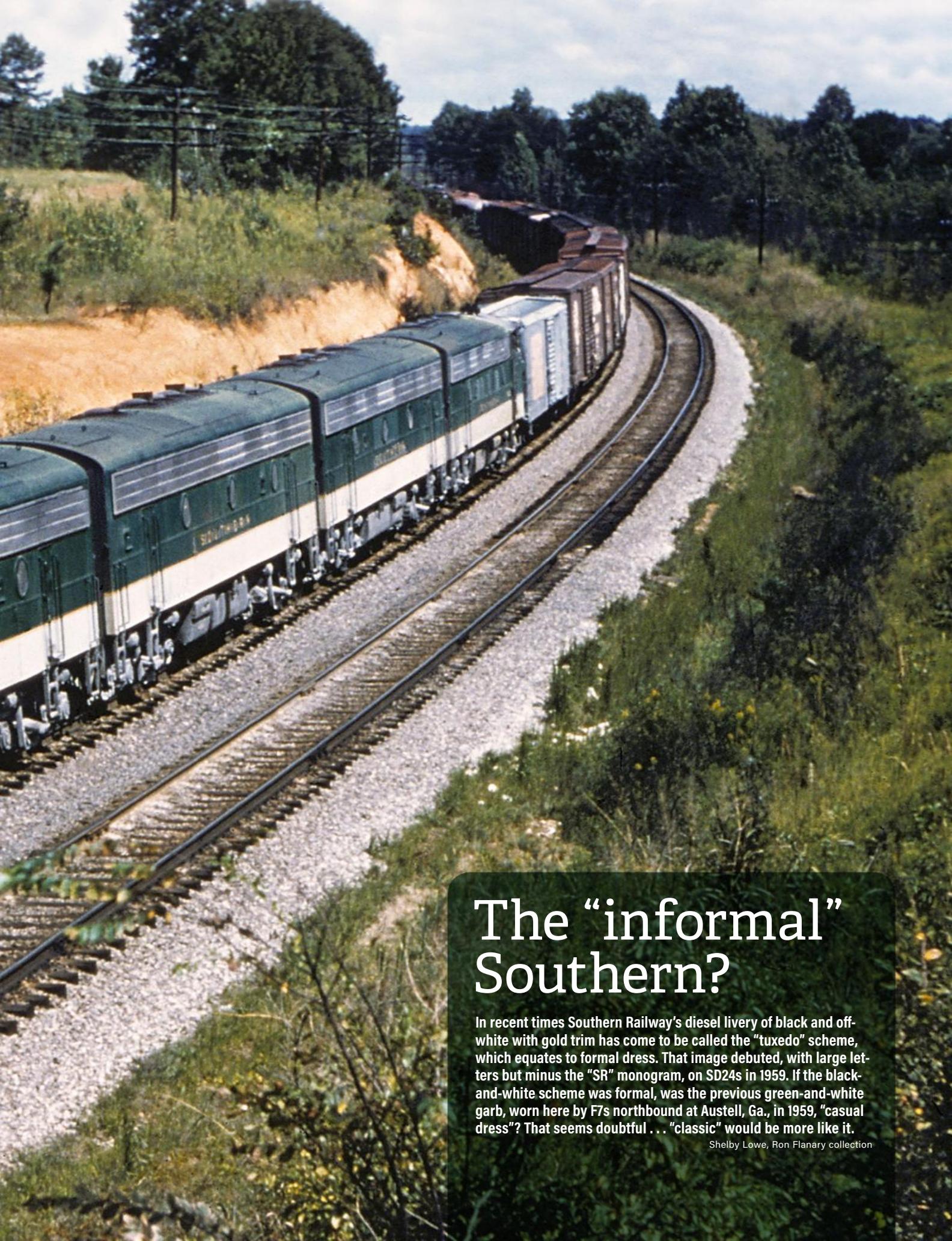
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True Color





The “informal” Southern?

In recent times Southern Railway’s diesel livery of black and off-white with gold trim has come to be called the “tuxedo” scheme, which equates to formal dress. That image debuted, with large letters but minus the “SR” monogram, on SD24s in 1959. If the black-and-white scheme was formal, was the previous green-and-white garb, worn here by F7s northbound at Austell, Ga., in 1959, “casual dress”? That seems doubtful . . . “classic” would be more like it.

Shelby Lowe, Ron Flanary collection

C&O was Virginia born and bred

Big on coal, Chessie's road ran powerful locomotives and deluxe passenger trains

BY BOB WITHERS



What became the Chesapeake & Ohio Railway began in 1836 when the General Assembly of the Commonwealth of Virginia, looking forward from the canal-boat era, chartered the Louisa Railroad. By 1849, the line was finished from Taylorsville (later Hanover Junction and now Doswell), a connection with the Richmond, Fredericksburg & Potomac, to Shadwell, 7 miles short of Charlottesville. Reorganized as the Virginia Central in 1850, it built parallel to RF&P south from Doswell into Richmond in 1850. To the west, VC reached Jackson's River Depot, just beyond Clifton Forge, in 1857, but the Civil War halted progress.

In 1861 the Covington & Ohio built west from Covington, Va., but had gotten only to near Callaghan when the war erupted, and workers went home to protect their families. The Virginia Central was critical to the Confederacy during the war, and had an important connection at Gordonsville with the Orange & Alexandria (later part of the Southern Railway system), which reached the nation's capital. Postwar, the VC by 1867 closed the Jackson's River Depot-Covington gap, leading the legislatures of both Virginia and the new state of West Virginia to provide for a new company, Chesapeake & Ohio, to be formed from



the two and finish the line to the Ohio River. C&O was born August 31, 1868. Construction reached White Sulphur Springs, W.Va., in June 1869 but stalled again owing to lack of sufficient finances to repair war damages. C&O President W. C. Wickham read of a wealthy mogul's success in tying the Central Pacific with the Union Pacific at Promontory, Utah, just weeks before. He was Collis Potter Huntington, and Wickham convinced him and his investors to buy the C&O and finish the job. The line was completed at Hawk's Nest, along the New River Gorge, on January 29, 1873, with its western terminus on the Ohio River at a new (1871) city that Huntington named after himself. He had intended the C&O to be a part of a coast-to-coast system, but the

1873 economic downturn was too great and C&O fell into receivership in 1878. It was soon reorganized as the Chesapeake & Ohio Railway.

George's railroad? Huntington continued to expand the C&O, but at this point we come to this question: Why did C&O adopt the slogan "George Washington's Railroad" when the first U.S. president had no ties to the road and died more than 30 years before the Louisa Railroad was chartered? The link, though tenuous, dates to 1785, when Washington envisioned the James River Co. as a Virginia-Ohio River transportation artery. He designed it as a canal system, using the James, New, and Kanawha (Kah-NAW) rivers. The firm did open 7

On the Ohio "conveyor belt" for Lake Erie-bound coal, an F7 A-B-A trio (top) hammers the B&O diamonds at F Tower in Fostoria, Ohio, in spring 1960. C&O's 60 Lima 2-6-6-6 "Super Power" Alleghenys, exemplified by 1603 in the publicity photo above, were in league with UP's Big Boys.

Top, J. David Ingles; above, C&O

miles to Westham in 1790, but built no farther and was acquired by the Commonwealth in 1820. Reorganized in 1835, it reached Buchanan in 1851, but by then railroads were succeeding canals.

The right of way was sold in 1878 to the new Richmond & Alleghany Railroad, which in 1880 built along the old towpath, eventually to Clifton Forge. R&A fell into receivership in 1883. It emerged in 1889, and C&O quickly bought it, gaining its desired more direct line across Virginia and acquiring a low-grade route that was better suited for Tidewater-bound coal traffic. Thus did C&O claim a very indirect heritage to the first U.S. president.

C. P. Huntington, meantime, had pointed his road toward the C&O we'd know in the 20th century. His Newport News & Mississippi Valley built through the hills west from Ashland, Ky., to Lexington in 1879; he extended C&O east from Richmond to the port of Newport News, Va., in 1881; and he built west on the south bank of the Ohio River, reaching Cincinnati in 1888. In that year, however, he lost his C&O majority stake in a reorganization to the interests of J. P. Morgan and William K. Vanderbilt. No longer in control, Huntington went back to concentrate on his holdings out west.

Under new leadership, C&O gradually expanded. In 1910 it acquired a road that had built from Cincinnati northwest across Indiana to Hammond, gaining entrance to Chicago via terminal lines. The Hocking Valley, a Toledo–Athens, Ohio, coal road dating from 1877, came into C&O's fold in 1929, C&O having built north from Limeville, Ky., to the HV at Columbus in 1927 to reach the Lake Erie port of Toledo. C&O also spiked down many coal-mine branches in eastern Kentucky and southern West Virginia.

C&O's earliest primary cargo was not coal, however, but iron ore, mostly from the Iron Mountain & Greenbrier in Greenbrier County, W.Va., with some shipped from Quinnimont, a mile east of Prince, and taken to Clifton Forge. All that changed, fast, when Col. Joseph Beury shipped the first carload of "New River Smokeless Coal" from Quinnimont in 1873. Coal quickly eclipsed iron ore, with mines and coke ovens opening along the New River Gorge. C&O developed a lucrative business hauling export coal to both Tidewater (Newport News) and the Great Lakes (Toledo). Eventually, C&O also developed a profitable freight business, featuring fast trains such as the *Expediter*, *Speedwest*, and *The Meat Train*.



This is the C&O of 1946, pre-Pere Marquette. The big Russell yard complex is west of Ashland.

Quality varnish

The modern C&O operated three important mainline passenger trains, one dating from the 19th century and two from the Depression era. The New York–Washington–Cincinnati *F.F.V.* began May 11, 1889. Each trainset had a mail-passenger car, a diner, and five coaches, all built by the Pullman Palace Car Co. and painted bright orange with maroon trim. They comprised the first service to be all-vestibuled, steam-heated, and electrically lighted. The interiors were finished in mahogany, rosewood, and cherry, with brown plush seats, mirrors framed in nickel or brass plating, and electric fans and water coolers. On an inspection before start-up, a C&O official joked that the elegant coaches could pass for the homes of "First Families of Virginia," a throwback to Colonial times referring to aristocratic Virginia plantation owners. The name stuck, with a bit of editing to be *Fast Flying Virginian* or just "*F.F.V.*"

A second train was introduced March 30, 1930, between Detroit (via new subsidiary Pere Marquette to Toledo) and Newport News, terminals near popular vacation areas on the Great Lakes and the Virginia shore. Christened *The Sportsman*, its theme was boosted by two exclusive resorts in the route's most scenic area: The Greenbrier, next to the depot at White Sulphur Springs, and The Homestead at Hot Springs, Va., on a 25-mile branch from Covington built by M. E. Ingalls, C&O's president during 1888–90.

C&O owned The Greenbrier during 1910–42 and 1946–2009, when businessman (and future West Virginia Governor) Jim Justice bought it and turned it into a gambling casino. During World

War II, the War Department transformed The Greenbrier into Ashford General Hospital for injured military personnel. The resorts, patronized by U.S. presidents and wealthy vacationers, were served by *The Sportsman* and other regular varnish, plus specials, primarily from the east. A mixed train hauled many a private car up the branch to The Homestead.

Arguably C&O's most famous train was *The George Washington*, introduced April 24, 1932, when the country was preparing to celebrate the bicentennial of our first president's birth. C&O rebuilt 22 Pullman sleepers, two library-lounge-observation cars, three dining cars, and three "Imperial Salon Cars" for it, adding Pullman Car Manufacturing's air-conditioning system. Everything was repainted Pullman green and gold, with THE GEORGE WASHINGTON on the letterboards. Every sleeping car and every room in them was named for a person in Washington's life. Other decorations included paintings connected to the cars' names, stationery displaying the train name and Washington's coat of arms, china bearing Washington's likeness, a reproduction of Jean-Antoine Houdon's bust of Washington, and oval rear-car tail signs featuring Gilbert Stuart's Athenaeum portrait of Washington.

Notable leaders

Talented executives guided C&O through the Great Depression and afterward. Eccentric bachelor brothers Oris P. and Mantis J. Van Sweringen, Cleveland real estate moguls (popularly called "the Vans"), bought the Nickel Plate Road in 1916 and by 1924 had expanded their empire to include the Erie, C&O, and



In late 1948, Hudson 310 (top) is ready to lead *The George Washington* east from Ashland, Ky., where the Louisville and Cincinnati (and later also Detroit) sections combined. C&O's attractive passenger livery is seen (above) on the *Newport News* section, with E8 4021, in fall '68.

Top, C&O photo, author's collection; above, Bob Krone

Pere Marquette. Eventually they'd add Wheeling & Lake Erie, Chicago & Eastern Illinois, Missouri Pacific, and a half interest in the Rio Grande. After the ICC rebuffed their 1920s merger ideas, they put all into a new holding company, Allegheny Corp., in 1929 — just in time for the stock market crash and Depression to unravel it all.

Lionel C. Probert, who handled C&O public relations, advertising, and promotional programs as assistant to the president, is credited with coming up with the ideas that became *The Sportsman*, *The George Washington*, and a sleepy kitten mascot named Chessie, arguably the most famous "pet" in U.S. railroading.

Possibly the most well-known, and surely the most controversial, of 20th century C&O leaders was Robert R. Young, a Wall Street investor and financier who bought up many of the Vans'

devalued companies in the 1930s, gaining control of C&O and affiliates including the PM. He became board chairman in 1942 and started guiding the railroad into the future. He added the "for progress" line to C&O's emblem. Calling heavy-weight sleepers "rolling tenements" and believing railroads would see a postwar passenger boom, he ordered 287 light-weight sleeping cars, coaches, and head-end cars from Pullman-Standard in 1946, fuming in ads that "a hog can cross the country without changing trains — but YOU can't." He also ordered 46 cars from Budd and three steam-turbine locomotives from Baldwin for the *Chessie* streamliner, a project well-known as a grand mistake because the service never materialized in the relatively weak Washington-Cincinnati market. Young had C&O rebuild four Pacific type locomotives into streamlined 4-6-4s to handle

the *Chessie's* secondary-line connections, and he also planned Train X, an articulated low-center-of-gravity concoction that went nowhere.

After World War II C&O, which had controlled Pere Marquette since 1928, formally merged it on June 6, 1947, almost doubling its mileage and gaining PM's three Lake Michigan carferry routes. The boats sailed from Ludington, Mich., to Wisconsin connections at Kewaunee (Green Bay & Western), Manitowoc (Chicago & North Western and Soo Line), and Milwaukee (Milwaukee Road), where PM/C&O stationed its own ferry-slip switch engine. As with the Hocking Valley, C&O bought the Toledo Terminal [page 54] to connect with PM.

Powerful "Super" steam

An important legacy of the Vans' C&O (and PM) ownership was the Advisory Mechanical Committee, which guided all their roads' locomotive designs and purchases, and whose members were influenced by the Super Power revolution launched by Lima Locomotive Works' William E. Woodard. Working with Woodard and Lima, C&O in 1930 introduced the T-1 class 2-10-4, built to haul coal from the Russell, Ky., yard to the Toledo docks. The 40 T-1s within a few years had plenty of Super Power company on C&O, including 12 dual-service 4-8-4s, all Lima-built during 1935-48 and called Greenbriers, not Northerns; 13 4-6-4 Hudsons from Baldwin (300 series) during 1941-48 for passenger service; 60 2-6-6-6 Allegheny types from Lima during 1941-48; and 90 versatile 2-8-4s from Alco and Lima during 1943-47, called Kanawhas, not Berkshires.

In absorbing Pere Marquette in 1947, C&O acquired its 39 Lima 2-8-4s. PM had started dieselizing before the merger, and C&O finished that quickly, with mostly products from Detroit-based General Motors' Electro-Motive Division. This enabled C&O on its traditional lines to continue burning in locomotives the coal they hauled, keeping customers happy for a little while longer than it might have. C&O even moved some PM Berks south from Michigan ["Vagabonds of the Pere Marquette," Fall 2016 CLASSIC TRAINS].

With the ICC's blessing, C&O became affiliated with the Baltimore & Ohio in 1963, with an eye toward merger once the financially anemic "bride is brought up to her potential," as a C&O spokesman said of the B&O. By this time of affiliation,



The blue and yellow of today's CSX harks clear back to the Pere Marquette and University of Michigan. GP30 3024 shows off the yellow-nose 1960s version at Bison Yard in Buffalo, N.Y.

Ken Kraemer

second-generation diesels were on hand, and C&O's EMD and GE units shared number series with B&O's (all EMDs), from the likes of GP30s, SD35s, and U23Bs to ever-increasing higher-horse-power varieties of them.

By the time Amtrak launched on May 1, 1971, only the *Pere Marquettes* between Detroit, Grand Rapids, Mich., and Chicago and *The George Washington* were left. The *George* ran daily between Washington and Cincinnati, with the name if not the coaches continuing to St. Louis on B&O, plus connections between Charlottesville and Newport News; Ashland and Louisville; and Ashland and Detroit (Friday-Saturday-Sunday only). The *George* eventually morphed into Amtrak's triweekly *Cardinal* between New York and Chicago, via Cincinnati and Indianapolis, and there is also Amtrak's Michigan-supported *Pere Marquette* between Grand Rapids and Chicago.

In 1972, to improve the affiliated companies' marketing image, President Hays Watkins launched the "Chessie System" monicker with an in-house design of blue, yellow, and vermillion with a silhouetted Chessie cat in the "C." In 1980, the ICC approved a merger of Chessie System and Seaboard Coast Line Industries into a holding company called CSX Corp. Finally in 1986, the holding company formed CSX Transportation, which the corporate entities would absorb. C&O took in B&O on April 30, 1987, and C&O went into CSXT the following October

31, finally lowering C&O's "flag." Today, CSXT's 21,000-mile system blanketing 23 eastern states plus Ontario includes many former C&O (and B&O) main lines. **■**

BOB WITHERS is retired from a career as a reporter for the Herald-Dispatch in Huntington, W.Va. Widely published and known as a B&O and U.S. presidential specialist, Bob now has had 11 bylines in CLASSIC TRAINS publications.

C&O FACT FILE



(comparative figures are for 1929, 1948 [including Pere Marquette], and 1972)

Route-miles: 2,740; 4,689; 4,994

Locomotives: 946; 1,169; 1,030

Passenger cars: 427; 540; 92 (1970)

Freight cars: 53,518; 67,853; 74,962

Headquarters cities: Richmond, Va.; after the 1920s, Cleveland, Ohio

Special interest group: Chesapeake & Ohio Historical Society, cohs.org [see page 88]

Notable passenger trains: *The George Washington*; *F.F.V.*; *The Sportsman*

Recommended reading: Books on C&O are too numerous to list. Search for authors Thomas W. Dixon, Geoffrey H. Doughty, Kevin N. EuDaly, Eugene L. Huddleston, Jeremy F. Plant, and Alvin F. Staufer, among others

Sources: *Historical Guide to North American Railroads*, Third Edition (Kalmbach, 2014)

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**OFTEN OVERLOOKED, GRAND TRUNK
WESTERN WAS THE LAST RAILROAD IN
THE U.S. TO EMPLOY STEAM DAILY IN
FOUR TYPES OF REGULAR SERVICE**

BY J. DAVID INGLES

Photos by the author



Despite having a large population with sizeable cities, Michigan has hovered just above the nation's busy paths of commerce. Except for Detroit, the state tends to be out of sight, out of mind — no offense to Grand Rapids, the state's second-largest city, nor the Lower Peninsula's own Class I, Chesapeake & Ohio's former Pere Marquette. In the Amtrak era, Michigan has not been on a sleeping-car route!

This quasi-isolation is the only explanation I can offer for why David P. Morgan, longtime *TRAINS* editor and steam-locomotive enthusiast extraordinaire, give the state short shrift. Our family moved to Dearborn, Mich., in 1956, just in time for me to experience the tail end of everyday Grand Trunk Western steam. Soon I had a driver's license, found friends of like mind, and drove into the city or out 75 miles to GTW's hub of Durand. During 1958–61 I saw more than two dozen active GTW steam engines, of four wheel arrangements.

Although I did see active B&O 4-8-2s and Nickel Plate Berkshires, they were mere glimpses. I got a taste of UP's Challengers and the Rio Grande narrow gauge during family vacations, but was too young or far away to join peers who motored far to see N&W As, Js, and Ys; Missabe Yellowstones; or Illinois Central 2-10-2s.

On those and other big roads that ran steam into 1958 and beyond, steam had been pushed to the margins or occupied niches. Not on GTW's Detroit Division, where steam use remained comprehensive: commuter trains, intercity varnish, freights, and yard duty.

Yet, the oracle at 1027 North 7th Street in Milwaukee ignored us in Michigan. Resentment locally was palpable. Despite working for him for 16 years, I never heard (nor would I ask for) an explanation. I think to "DPM," GTW was just another branch of the far-flung CN, already given adequate coverage. GTW's passenger schedules being buried on the 36th page of CN's 44-page *Official Guide* entry in that era didn't help any.

DPM finally caved to a bit of pressure from Michigan readers with a nine-photo spread, "What Was Grand About Grand Trunk Western" in March 1961 *TRAINS*. He admitted to it being "a belated but heartfelt salute," but by then GTW steam was basically history.

Now it's my turn, and with long-neglected color slides. Here are some favorites, all but two of daily service during the brief era of frequent GTW excursions. I owe thanks for a lot of caption data to friend Jerry Pinkepank's 2003 *Morning Sun* book, *GTW in Color, Vol. 1, Steam & Green, 1941–1961*. Enjoy this album.

◀ GTW's three commuter trains, from Detroit's Brush Street station 26 miles to Pontiac, were steam-hauled until March 1960, after 1958 utilizing 4-8-4s bumped off the Chicago main line by GP9s. In September 1959, U-3-b 6319 crosses Oakland Avenue in Detroit, 3 miles from Ferndale, third of nine stops on the 1-hour run, with "middle" train 77, longest of the three with nine 82-seat coaches.

Commuter



↑ GTW U-4-b 6405, America's last streamlined steam engine in regular service, finished her career not long after this May 1959 view leaving Brush Street with a commuter train. Tracks at the 1882 riverfront terminal led northeast, so afternoon departure photos were very backlit.

→ Milwaukee Junction, first stop 4 miles out, was well lit for photos and handy to our I-94 freeway into the city. The name harks to ancestor Detroit, Grand Haven & Milwaukee. In August '58, 5630, fourth of five K-4-a class 1924 Alco USRA light Pacifics, leaves at 6:23 with train 79. Smaller J-3-a Pacifics were GTW's first commuter power, in the 1920s, initially giving way mostly to 2-8-2s. Baldwin delivered three K-4-b Pacifics, 5362-5634, with vestibule cabs, in 1929; 5632 is displayed in Durand.



→ In December 1959, steam's last winter, S-3-b 2-8-2 4076 (ex-3740) is at Milwaukee Junction with train 19 at 5:04 p.m. The connecting track in the foreground is for Pontiac-Toledo freights going to or from the Detroit & Toledo Shore Line at Dearoad, with a short stretch on the Wabash. In 1956-57, seven S-3-b's were renumbered from 3740s to 4070s to avoid new CN RS18 diesels. The tower, staffed by NYC, guards Detroit Division crossings of GTW's freight-only Mount Clemens Sub and the NYC.

↓ Permits for cab rides, like this one in September 1959 on 4-8-4 6327 pulling train 77, were obtained at GTW's offices. I made two others, one on a 2-8-2, also on a commuter train but in winter darkness, and from Mount Clemens to Milwaukee Junction on 4-8-4 6323 running light, at the invitation of GTW Road Foreman of Engines Ivan Meade.



Detroit Division, 1959



Intercity passenger



◀ On an early Durand visit, in November '58, 4-8-4 6408 arrives from Muskegon with train 56 to begin the "four-way meet" with counterpart 21 and Chicago Division mainliners 17 and 20. GTW's six streamlined U-4-b's, Lima-built in 1948 to specs of CN's five U-4-a's, had 77-inch drivers and had just come to the Detroit Division to replace 4-8-2s. This was my only time to see a 6400 live other than 6405, last of the six to operate.

➔ U-3-b 6332 leaves Brush Street for Durand in January 1959 with what's likely a Saturday train 19 at 4:55 p.m. The 25 Alco U-3-b dual-service 4-8-4s of 1942, 6312-6336, were the bulwark of GTW's roster; the 12 U-3-a's of 1927, second group of 4-8-4s built after Northern Pacific's, were called to Canada by parent CN in 1941 for wartime traffic and did not return to GTW. On weekdays, 19, the lead commuter with a 4:55 p.m. Brush Street departure, was longer, dropping seven coaches at Pontiac before going on to Durand with an RPO and one coach. In 1961 it was cut back to Detroit-Pontiac and renumbered train 75.



◀ K-4-a 5629, undoubtedly the most well-known of GTW's 4-6-2s, crosses New York Central's Detroit-Mackinaw City line in leaving Milwaukee Junction on a fall 1958 afternoon with train 21 for Muskegon. The Pacific, bought in 1959 by Chicagoan Richard Jensen, would pull excursions on GTW and other railroads into the late 1960s, but would be scrapped in the early 1980s after a legal tussle between Jensen and Chicago's Metra, owner of 5629's storage site in Blue Island, Ill.

Roundhouses



↑ Employees at three Detroit Division roundhouses cared for GTW's locomotives. Pacific 5038 (above) rests in the Pontiac facility on the city's north side, built in 1929 for commuter engines with 10 stalls and 15 "whisker tracks" outside.



← Access for photos on GTW property was routine, evidenced by this August 1959 view of 4-8-4 6319 on the turntable at the 25-stall Milwaukee Junction roundhouse. A steel coal tower was just to the left. The circular frame at right, a common sight in cities in that era, is a gas holder, its container far from full.



↔ ↑ Durand's 1907 35-stall circular roundhouse had two "open exits." S-3-c Mike 3751 (above) is on the 85-foot turntable, which barely held a 4-8-4, while just to the north in June '59 (left), 0-8-0 8314, a 1924 Alco, is at the coal tower, which still stands. GTW had 52 0-8-0s from three builders, but CN took many over the years as GTW acquired over 100 EMD and Alco yard diesels.

Freights



↑ As viewed from the Square Lake Road bridge in Pontiac's southern outskirts, Mikado 3747 nears the end of 11-mile Birmingham Hill in March 1959. Much of a 9-mile 1920s line relocation here was part of a planned grade-separated two-track "high-speed" commuter line, which was considered for electrification.

→ Soon after I drove into Durand on an August 1959 visit, this train from Pontiac arrived behind 3748, the first S-3-c 2-8-2. It would be my only encounter with her. Barely visible at far right, two blocks from this Oak Street crossing, is the depot, today a museum and Amtrak stop. As 3748 "walked" into the yard, so did I.





↑ The Pontiac-Oxford "Gravel Run" almost always had a 2-8-2, and I chased it several times, with 3747, 3751, and this one, 4070 (ex-3734), which before leaving Oxford (see cover) for Pontiac on the August 1959 outing on which I shot 5046 (bottom), took water before being wye'd to return south. In this spectacular photo, the boiler is being blown down to clean out debris. This Mike would be sold and pull some excursions until 1990, and today she is stored in Cleveland, Ohio.



← On Friday, March 25, 1960, scouting for the "grand finale" [page 28], Dad and Emery Gulash chased the PO&N job (nicknamed for ancestor Pontiac, Oxford & Northern) 27 miles to Imlay City, then went to Durand, arriving just as 2-8-2 4076 got back from Bay City to finish the 53-mile "Salt Line Run." That's Emery and his 16mm movie camera at left at Monroe Street. In earlier times, this was mixed trains M39/M38 and briefly a through train on the D&M to Alpena.

Left and below, John S. Ingles



↑ Oxford, 14 miles from Pontiac, saw the gravel run plus this triweekly "PO&N freight" (left) to Caseville, passing the gravel train in August 1959. Hauling the PO&N job is 5046, one of the last three J-3-a 1923 Baldwin 4-6-2s active (also 5038 and 5043). GTW in 1958 donated 5030 to Jackson, Mich., for display in Greene Park. One stop on Dad's and Emery's March 25, 1960, PO&N chase was Dryden (right), where 5038 pushes a car back to the train. This was the last U.S. Class I branch with daily steam save for C&S's Leadville-Climax (Colo.) line. PO&N went into the GTW in 1928; to this day, Imlay City has a PO&N Street!

Grand Finale



↗↘ With 20 "steam-killing" GP18s and SW1200s delivered, GTW set up a "grand finale" of daily U.S. steam passenger service with the Sunday, March 27, 1960, Detroit-Durand turn of trains 21/56. GTW expected 400 riders, but 3,600 tickets were sold! The first section had 4-8-4 6319 and 15 cars, GM Harry Sanders' business car 90 rearmost; the second had 6322 and 22 cars. I was away at college, but Dad and Emery Gulash chased from Pontiac (top) to Durand (right), where 2-8-0 2683, although not in steam, was displayed (above).

Three photos, John S. Ingles



Excursions



← Three of the 10-plus Michigan Railroad Club GTW Detroit-based steam excursions I rode or chased during 1958-61 evoke special memories. My first ride was behind 5038 up the PO&N in June '58 to Pigeon. On June 1, 1959, doubleheaded 5043 and 5038 went west from Pontiac on the old Michigan Air Line (left) to Jackson, and passengers were allowed to ride atop the tenders! I chased west with Emery Gulash and rode the return, briefly on 5038's tank between photo stops. A 2-8-2 handled the Brush St.-Pontiac leg.

↓ After 1960 only 4-8-4 6323 was available, and on September 17, 1961, three days before her last run (on trains 21/56), I chased her final excursion, to Bay City. Note the extended coal boards on her tender as she crosses the Saginaw River leaving that city on the return leg on the 17th. She survives today at the Illinois Railway Museum. Other latter-day fantrip destinations were Battle Creek, Greenville, Durand, Richmond, and Port Huron. 📷



Last days OF THE *Southern Belle*

KANSAS CITY SOUTHERN'S FLAGSHIP
WAS "FIRST CLASS" RIGHT TO THE END

BY PHILIP L. MOSELEY

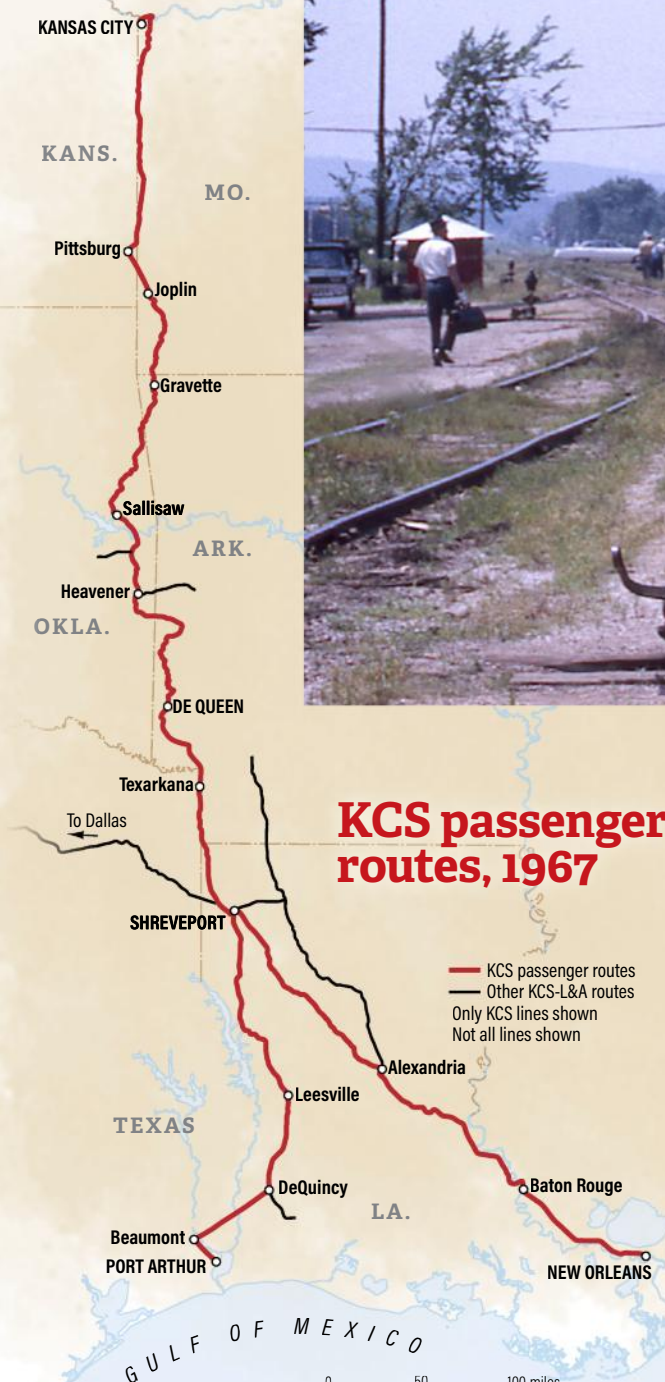
When I first started railroading in 1966, as an agent-telegrapher, the "golden age" of American railroading was nearly over. I consider myself lucky to have gotten in on the end of that era, with its passenger trains, small-town depots, express and mail traffic, and telegraph communication. The only thing I missed was steam. Many railroads were anxious to be rid of these symbols of the past, particularly passenger trains, many of which became increasingly shabby.

One railroad that kept running a high-quality passenger service, though, was Kansas City Southern. Its *Southern Belle*, the "Sweetheart of American Trains," cruised 870 miles daily between Kansas City and New Orleans, in daylight between K.C. and Shreveport, La., KCS's operating hub 561 miles south of K.C., and during the night between Shreveport and the Crescent City. North of Shreveport, the *Belle* passed through some of the most scenic country east of the Rockies, the mountains of eastern Oklahoma and western Arkansas, an area not well-known in other parts of the country.

When I went to KCS in 1968 from the Santa Fe Railway, the *Belle* was still one of the nicest and cleanest trains in the country, despite the fact that KCS, like virtually all other roads, had lost its mail contracts in 1967 because the Post Office Department deemed it too expensive and inefficient to move First Class Mail by rail. (You could mail a letter for 6 cents at the time, incidentally.) KCS was the last railroad with an operating Railway Post Office out of Kansas City Union Station.

Passenger traffic in general had been declining, but after the mail contract cancellations and discontinuances of RPOs in fall 1967, the Interstate Commerce Commission received a flood of train-off applications. Passenger trains began dropping like flies all over the country.

KCS did not take that path, instead keeping in top shape its few trains that served a remote region. In a late burst of optimism, the road bought new passenger cars in the mid-1960s





The *Southern Belle* has five months to live on this Saturday, May 31, 1969 (above), as northbound No. 2, led by scruffy E9AM 25, pauses at Heavener, Okla. , for a crew change. Already the normal consist is just four cars: a baggage/storage mail car, two 1965-built chair cars, and an ex-NYC tavern lounge observation.



KCS converted the round-end cars, as seen earlier the same day at Texarkana Union Station (left) during the photographer's ride, to "café-observation" cars.

Two photos, Tom Hoffmann

KCS's main line traverses some unremarked scenery, the Ouachita Mountains of eastern Oklahoma and western Arkansas. A third coach is in the consist of No. 2 on July 5, 1969.

David W. Salter



The final southbound *Belle* enters Joplin, Mo., November 2, 1969, with business car *Tolmak* on the rear behind the café-observation car. Only two KCS Es were repainted white: 23 and 27.

J. David Ingles collection

from Pullman-Standard: 6 baggage cars in '64 and 10 coaches in '65, the last intercity railroad to do so. The new coaches were spartan, with fixed vestibule steps, interiors lacking shades on tinted windows, and tile floors. Their vinyl seats were comfortable, though, and the cars were easy to clean. KCS had bought tavern-lounge observation cars from New York Central, and by converting them to "café-observations," also with spare interiors and serving a limited food menu at a lunch counter, KCS was able to retire its full-service dining cars. In this way, KCS kept costs minimized while still providing a decent level of service. A sleeping car stayed on the *Belle* until Pullman exited the business at the end of 1968. KCS's stance was summed up in Louis Marre's story in November 1967 *TRAINS*, entitled "About the Railroad Whose President Says, 'We Have No Intention of Going Out of the Passenger Business.'"

Some might cite the so-called "TRAINS jinx," but the reality of declining patronage soon contributed to the dimming of KCS's optimism. At least equally respon-

sible was the loss of mail contracts. As a result, in March 1968 KCS discontinued trains 15/16, formerly the *Flying Crow*, between Kansas City, Shreveport, and Beaumont/Port Arthur, Texas. These trains, which connected with New Orleans–Shreveport trains 9/10, ran through the Ouachita Mountains at night. But the *Belle* had a year's stay of execution.

Another contributing factor was the reduction of good connections at Kansas City. KCS was dependent on several of them, the most important being Union Pacific's *City of St. Louis* from Pacific Coast points and Denver. KCS 2, the northbound *Belle*, arrived at K.C. Union Station to connect with UP 9 westbound, and in the morning UP 10 was a reliable connection to KCS 1. Other important connections were with Santa Fe for Chicago and Missouri Pacific for St. Louis. But in 1967, UP cut the *City* back from a discrete St. Louis–Ogden train, which it had been since 1964, to a St. Louis–Cheyenne service, and in April '68, ended the St. Louis–Los Angeles sleeping car.

Norfolk & Western, 1964 successor to

Wabash as the *City*'s carrier across Missouri, ceased all through service with UP at Kansas City in 1968. The expected result was that in April '69, N&W went freight-only west of St. Louis; UP then re-named its train *City of Kansas City* (N&W's train of that name had been gone for a year). The capper occurred in April '70 when UP cut back from daily service to triweekly west of K.C. By this time KCS was freight-only, and Amtrak was on the horizon.

A SHORT ACQUAINTANCE

For the short time I knew her, the *Southern Belle* almost always ran on-time. I joined KCS in September 1968 at De-Queen, Ark., and if she was tardy there it was usually only 30 minutes or less in either direction. Southbound, her consist was usually one E unit, a baggage car of storage mail for Texarkana, a baggage car of storage mail for New Orleans, a 14-roomette/4-double-bedroom Pullman sleeper, two chair cars, and a café-observation, all K.C.–New Orleans except the Texarkana mail set-out. The sleeper came off in January 1969, although it made a short cameo return in spring. Sometimes in the off-season, patronage would require only one chair car. The crew of the café-observation was always courteous, and the cars' interiors were kept clean. The meals were reasonably priced and tasty; the hamburger steak was my favorite. Unlike some of its neighbors — Mo-Pac, Katy, and Rock Island — KCS kept its equipment clean until the end.

This occurred on Monday, November 3, 1969, when the last southbound *Belle*, train No. 1, arrived at New Orleans Union Passenger Terminal in the morning, and when the last northbound *Belle*, No. 2, tied up at K.C. in the evening. I



The café-observations, like the 1965-built chair cars, had tile floors, vinyl seat coverings, and tinted, shadeless windows, making for easy and economical cleaning. As the menu at left reveals, the counter at the forward end offered a selection of tasty, reasonably priced items.

Menu, author's collection; photo, Larry Thomas

was working "second trick" at DeQueen on Sunday when she made her last south-bound trip. She left Heavener, Okla., the division point across Rich Mountain to the north, 30 minutes off the advertised and could not make up any time. The dispatcher put out the call to me, "No. 1, 30 minutes late." I relayed this information to the engine crew who would take over at DeQueen: engineer Jake Thomas and fireman Jimmy Henry. The regular crew of Earl Seagraves and L. E. Dennis had laid off, perhaps because they didn't want to take the *Belle* to her funeral.

I sold more tickets that night than I'd sold in all the 15 months I'd worked there on second trick. Typical of last runs, people came from all around to ride one last time. Behind one of the two E units KCS had painted in its new scheme of solid white, the consist included two chair cars, and for the occasion, KCS business car *Tolmak* was behind the café-obs for Vice President and General Manager R. J. Blair. The car's name comes from the first letter of the six states KCS served: Texas, Oklahoma, Louisiana, Missouri, Arkansas, and Kansas.

The *Belle* eased to a stop, and carman Bill Whitley iced the engine. The new engine crew tossed their bags up in the cab and mounted the side ladder. Railfans, townspeople, and others shared my somber mood as we watched conductor T. O. Young throw the stepbox up into the vestibule and holler "All Aboard!" He gave the highball wave to Jake Thomas, who



Business car *Tolmak* (above), which was on the rear of the last No. 1, was built new for KCS President W. N. Deramus by Darby Corp. in 1966 using the frame of heavyweight business car 100 of another Deramus road, Chicago Great Western. The car now is KCS 99. Business car *Kaysee*, on the last northbound *Belle*, dated from 1928 and survives as a KCS display item.

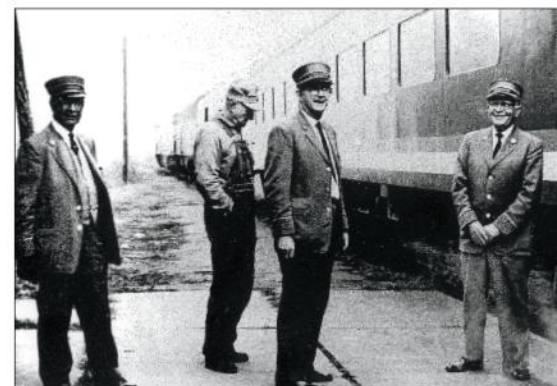
Louis A. Marre collection

whistled off as Young boarded, closed the Dutch door, and waved good-bye.

We all stood and watched as the red light on the *Tolmak* disappeared around the curve and across Bear Creek south of town. Somewhere in the Louisiana darkness down around Alexandria, the last No. 1 would meet the last No. 2.

I went back into the depot and "OS'ed" her to the dispatcher. I made an extra copy of the train orders and clearance card that night for myself, and before I closed the books, I sold myself a round-trip coach ticket from DeQueen to Neal Springs, Ark., for 35 cents. I still have the train orders and the ticket. ■

PHILIP L. MOSELEY's one earlier byline with us, "Racing South on the Southern Belle," led off "The Way It Was" in Winter 2008 CLASSIC TRAINS. A retired KCS dispatcher, he resides in Guthrie, Okla.



The last northbound No. 2, with an E8 and F7B up front and business car *Kaysee* on the rear, has halted at DeQueen for the crew change. From left are coach porter Lucien Stewart, DeQueen carman Peck Brooks, conductor R. P. "Poco" Meredith, and brakeman Jim Bailes. The porter, conductor, and brakeman, plus engineer I. B. Price and fireman Carl Dixon, will take No. 2 to Heavener.

John Craig, author's collection



Pipe train to MARYSVILLE

Recalling a
memorable
chase of a
2-8-0
in the final
season of
SP steam

Leading a 29-car extra of "Big Inch" pipe, SP 2-8-0 2723 crosses the double-track main line to Donner Pass as it nears the Roseville depot, where conductor Roscoe Rasmussen waits to board.

Alan Aske

In September 1956, I was a 17-year-old freshman at Sacramento Junior College. Thursday the 20th began as just another day, but as things turned out, it was anything but that. My Thursday classes ended early that semester, so I was able to catch the *San Francisco Overland* home to Roseville, 17 miles east. Alan Aske, my cousin and next-door neighbor, was a clerk at Southern Pacific's Roseville yard office, and usually he would bring home the afternoon lineup and leave it in the fence between our homes. This day he phoned and said to meet him at the fence.

He said a special train of 27 loads of "Big Inch" pipe from the Kaiser Steel plant in Napa was to go up to Marysville to be interchanged to the Western Pacific, en route to somewhere in Wyoming. Moreover, SP's chief dispatcher, terming it a "hot train," said Roseville Yard "must get this train moving not later than 4:30 p.m."

Alan knew that the departure time was not going to be met, so we each ate dinner quickly and drove to the Roseville station in his 1951 Pontiac. The dispatcher had called for a diesel for the special, so I thought about leaving my camera home. SP wasn't running much steam in our area by then, and I was a steam fan, so why should I waste film on a subject of no interest? I then had second thoughts . . . perhaps an AC (cab-forward) or a 4400 (4-8-4) might show up. So I took my camera.

We parked on the north side of the depot and walked through the baggage-room breezeway to trackside, and sure enough, immediately my attention was caught by AC No. 4267 moving out of the Pacific Fruit Express Yard to cross over. I quickly walked to the old Lincoln Street crossing site and photographed the cab-forward in beautiful evening light. I didn't bother to check the East Yard, where the pipe train was standing. When I got back to the station, Alan was talking with Roscoe Rasmussen, who'd been called as conductor for the special. It was close to 5:30, so the departure was already an hour late. Nothing else could move until passenger train 201, the local from Gerber coming down the Shasta Route's East Valley Subdivision, arrived at 5:41.

I heard Rasmussen tell Alan the number of the unit for his pipe train, 5271 (a Baldwin AS616 road-switcher). At that point 201 pulled in behind a GP9. As 201 waited



With a diesel expected on the pipe extra, I took my camera in case I saw an AC cab-forward or 4-8-4. Sure enough, AC 4267 was moving from the PFE yard to cross over several tracks in nice evening light.



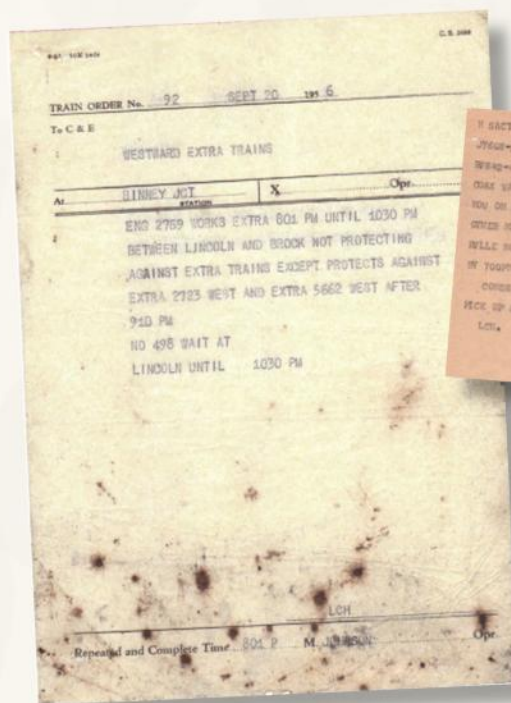
As the "Eastside Local," train 201 with GP9 5622, makes its Roseville station stop, down in the East Yard 2-8-0s 2723 and 2769 are coupled to their trains, ready to leave. Look just to the right of the left signal.





Making a shot I'd always meant to but never had, of a steam locomotive passing the Roseville depot, I acted on impulse and took another frame (left) as the 2723, with her bell ringing, leaned into the curve at the station. At our first trackside photo stop, Alan's going-away shot (above) shows the "buffer car," empty Lehigh Valley 40-foot boxcar 61532, in entirety.

Above, Alan Aske



for its 5:46 departure time, I walked around behind its single coach to photograph the train with the "high green" signal glittering to the west. As I took the photo, I was astounded by what I saw down on the East Yard departure tracks.

There sat two Consolidations side-by-side, indicators in place and white classification lamps shining in the gathering twilight! There would be *two* steam-powered trains going up the East Valley line on this warm September evening. I walked back to where Alan and conductor Rasmussen were still shooting the breeze. Not wanting to interrupt, I caught Alan's eye and mouthed "steam engine."

When Alan relayed this to Rasmussen, he opened his train orders and said, "Can't be — says here we've got the 5271." Alan then said, "Richard pretty well knows what's up, so you might want to check with the operator."

Rasmussen went back inside, and soon came out with a new set of orders. With a brief nod in my direction he said, "That kid knows what he's talking about; we've been given the 2723." I must admit that was a huge ego boost for a 17-year-old steam fan! Alan asked the conductor to save his train orders from that run and

to send them to him via company mail.

By this time 201 had departed, and soon the Depot Herder came out of his shanty, so I knew the action was about to begin. The East Yard Herder waved his green flag for Extra 2723 East, and the special began moving. The Crossover Herder at his shanty followed with his green flag, then the final highball was given by the Depot Herder.

As the 2723 threaded the multiple crossovers to reach the Gerber main line, conductor Rasmussen waited to hand up the train orders to his engine crew. They

kept train speed low until Rasmussen had boarded the caboose and "dinked the air" to let the head end know he was on board.

I photographed the engine as it crossed over the Donner Pass main line, then on impulse took another shot as the engine passed the depot, including the station sign. This was a scene I'd always meant to shoot but had never done so. After getting that photo, I made a reckless maneuver, sprinting around the front of the crawling 2723 so I could take going-away shots from inside the curve, where Alan had already moved.

By request and also by a stroke of good luck later in 2723's cab in the roundhouse, two sets of the extra's "paperwork" survive as mementos of a memorable steam chase.



Conductor Rasmussen is on board, and the train is clear of all the crossovers near the depot as engineer Frank Neugebauer asks 2723 for all the horsepower she can muster. In my haste to get set for the coming-on photo (top), I'd intruded in front of Alan and my elbow showed in his frame. My only regret on my third shot (right) is that Conductor Rasmussen had not come out on the caboose's platform.





As the 2-8-0 reached the Sierra Boulevard bridge, we jumped into the car and raced up Lincoln Street and Old Highway 99E, managing to get a few hundred feet ahead of the train. Alan had decided to take photos on the straightaway alongside the highway, where the engineer would be opening up the throttle. We waited until the train was past for a going-away shot of the entire consist.

We were surprised at the acceleration of the 2-8-0 with her 1,594-ton train, though we knew Frank Neugebauer, a fine engineer, was at the throttle. He was not only a “runner” but could coax the last ounce of tractive effort out of any locomotive, so Alan tramped down on the gas and the chase was on!

After the Highway 99E realignment in 1949, the road and the railroad were a distance apart, so it took us several minutes to catch up to the train. Even though the light was failing rapidly, I shot a few frames through the Pontiac’s windshield.

As the chase progressed, Alan and I kept an eye on the speedometer and had a hard time believing what we were seeing. Years later, Alan remembered a top speed of 50, while I thought Neugebauer had pushed 2723 to 55. Either would’ve been amazing for a 52-year-old 2-8-0.

After 10 miles, we broke off the chase entering Lincoln, as the road speed limit dropped to 25 mph. As we headed back to Roseville, we saw signals indicating that another eastbound was coming, so we pulled over. After just a few minutes, the other 2-8-0 we’d seen in the yard, No. 2769, came thundering by with the Ostrom Turn at what we estimated at nearly 40 mph. It was almost dark, but I shot a frame anyway, though my Retina camera unfortunately suffered a malfunction,



Owing to a 1949 Highway 99E realignment, the road and railroad then were apart (top), and it took us a few minutes to catch up. As we sped along, engineer Neugebauer had the 2-8-0 doing close to 50 mph! Entering Lincoln, 15 miles out of Roseville, speed limits ahead forced us to let her go, our last views of 2723 being as above, silhouetted against the sky at dusk.

making the photo unevenly exposed.

We did not realize it then, but we’d witnessed the final run for steam on a through freight (versus a local) east from Roseville (by timetable direction). It was also the last time two steam locomotives were active at the same time east of our hometown. We did chase 2769 several times on the Ostrom Turn into mid-November, and in fact enjoyed a cab ride on her one afternoon on an extra spreading ballast near Whitney Siding.

In due course, a complete set of train orders for the pipe train to Marysville arrived at the yard office in an SP envelope addressed to Alan. By coincidence, a few days later I was in 2723’s cab in the Roseville roundhouse, and as I sat on the engineer’s seatbox, I spotted a set of orders tightly folded up and stuck behind the copper tubing to the Duplex air gauge. I’d encountered this a few times over the

years and eagerly collected all those “flimsies,” because many times an engineer would just wad up his orders after his run and chuck them into the firebox.

Although stained with spots of lubricator oil, these orders had escaped that fiery fate. I eagerly unfolded them and to my joy saw they were engineer Neugebauer’s, issued at Binney Junction for the 2723 to return to Roseville after delivering the train of pipe to the WP. They reside in a folder with the set from conductor Rasmussen as souvenirs of one of the most memorable chases my cousin and I ever made. ■

RICHARD E. LOHSE, a University of California graduate, retired in 1998 after a 28-year career as an electronic engineer. He lived in Edmonds, Wash., with his wife of 55 years, Marie, until his death in May 2016, 10 years after Alan Aske’s passing.

PhotoSpecial

Penn Central and its



predecessors

50 years

after one of railroading's most consequential mergers,

we look back at the

Pennsylvania,
New York Central,
and New Haven

railroads and the troubled
product of their union —

Penn Central



The versatile, inexpensive GP38 (and its GP38-2 successor) was Penn Central's signature diesel. None of the road's three predecessors bought any, but PC amassed a fleet of nearly 500 between 1969 and 1973. Here, GP38 7895 crosses Dutoit Street in Dayton, Ohio, in August 1971. PRR and NYC merged February 1, 1968, to form PC, which took in NH January 1, 1969.

David P. Oroszi

PENNSYLVANIA





At Duncannon, Pa., near the east end of PRR's Harrisburg-Pittsburgh main line, an Alco RS27 and two F units lead tonnage east past View tower, whose operators looked out on a sweeping panorama of the Susquehanna River valley. The first and third units carry antennas for PRR's Trainphone communication system; the largest rail user by far, PRR retired the system in favor of conventional radio two years after this 1964 photo.

R. R. Malinoski, Frank and Todd Novak collection



Pennsy referred to its armada of passenger trains between the East Coast and Midwest as its Blue Ribbon Fleet. By May 1963, when the *Spirit of St. Louis*, heavy with head-end business, approached its namesake destination, the Fleet was more burdensome than beneficial to the big road, but it was still a source of pride.

Frank and Todd Novak collection

Near Edison, N.J., on September 18, 1962, a GG1 with a train out of Washington, D.C., overtakes MP54 commuter cars grinding toward New York. Thanks to the PRR's investment in this vital artery decades earlier, the Northeast Corridor, as it would soon be known, was poised to become the showcase of American rail travel.

Tom Gildersleeve

NEW YORK CENTRAL



Only three passengers enjoy the comforts of a *Creek*-series car's observation lounge at the rear of NYC's *20th Century Limited* near Chicago on March 23, 1963. Though no longer all-Pullman, the *Century* remained the leader of what NYC once called its Great Steel Fleet until its demise less than two months before the Penn Central merger.

Bob Krone



NYC's gray-and-white "lightning stripes" looked good on everything from ancient box-cab electrics to road-switchers. Like other roads, NYC adopted a simplified scheme as its fortunes declined. Here, Alco FA freight units display the classic livery and the later "cigar band" image with the final version of NYC's oval emblem.

Jim McClellan

With 50 E7As and Bs and 62 E8As, NYC was second only to PRR in E-unit ownership. In September 1966, E8 4072 and E7 4013 approach the Poughkeepsie, N.Y., station with an eastbound train, the first car carrying NYC's innovative Flexivan containers. The unusual view is from a train on the New Haven's bridge over the Hudson River. J. W. Swanberg



NEW HAVEN



Four New Haven "Washboard" M.U. cars pull away from the station at Rye, N.Y., in July 1965; traveling under a web of wires here, the train began its run on third-rail power at Grand Central Terminal. Pullman-Standard built 100 such cars at its Worcester, Mass., plant in 1954; they replaced 150 cars from the early years of NH's electrification, which began in 1907.

William Harry



On March 25, 1966, RS3s 534 and 538 bring freight NX-3 past the station at Canaan, Conn., on the line along the Housatonic River between Pittsfield, Mass., and Danbury, Conn. New Haven was an ardent Alco diesel customer, beginning with 20 pre-war high-hood switchers and three-quarters of all DL109-family units built.

J. W. Swanberg



Diesels of five models from four different builders share the engine terminal tracks with former Virginian/Norfolk & Western electrics at Cedar Hill Yard near New Haven in the early 1960s. The Alco, EMD, Fairbanks-Morse, and GE units display variations of the colors adopted during Patrick McGinnis's brief, ill-starred time as NH president. Jim McClellan



PENN CENTRAL



The venerable *Pennsylvania Limited* has rounded Horseshoe Curve and is a few minutes away from its Altoona, Pa., station stop on September 13, 1970. Ahead of the two E8s that have brought No. 54 from Chicago are ex-PRR C630 6323 and SD45 6265, taking a break from helping freights over the mountain.

David P. Oroszi



Former NYC U25Bs 2540 and 2523 bracket PC-purchased GP40 3182 on a freight heading north along the Hudson River on the ex-NYC West Shore line at Peekskill, N.Y. The giant railroad appears prosperous enough on this sunny September 30, 1974, but it's more than four years into bankruptcy.

J. W. Swanberg



A crewman on the front platform of ex-PRR GP9 7061 signals the engineer as they ease south down the middle of Hickory Street in Warsaw, Ind., with an N9 local-service caboose and a gondola car on June 23, 1971. PC resigaled this former NYC line south from Goshen, Ind., with PRR-style position lights.

Art Peterson, Krambles-Peterson Archive

PENN CENTRAL



With more than 800 route-miles — and thousands more track-miles — under wire or beside third rail, Penn Central was nirvana for fans of electric railroading. Three former New Haven EP-5 "Jets" and a GG1 await assignment on the Motor Storage tracks near the station at New Haven on February 17, 1973.

George W. Hamlin



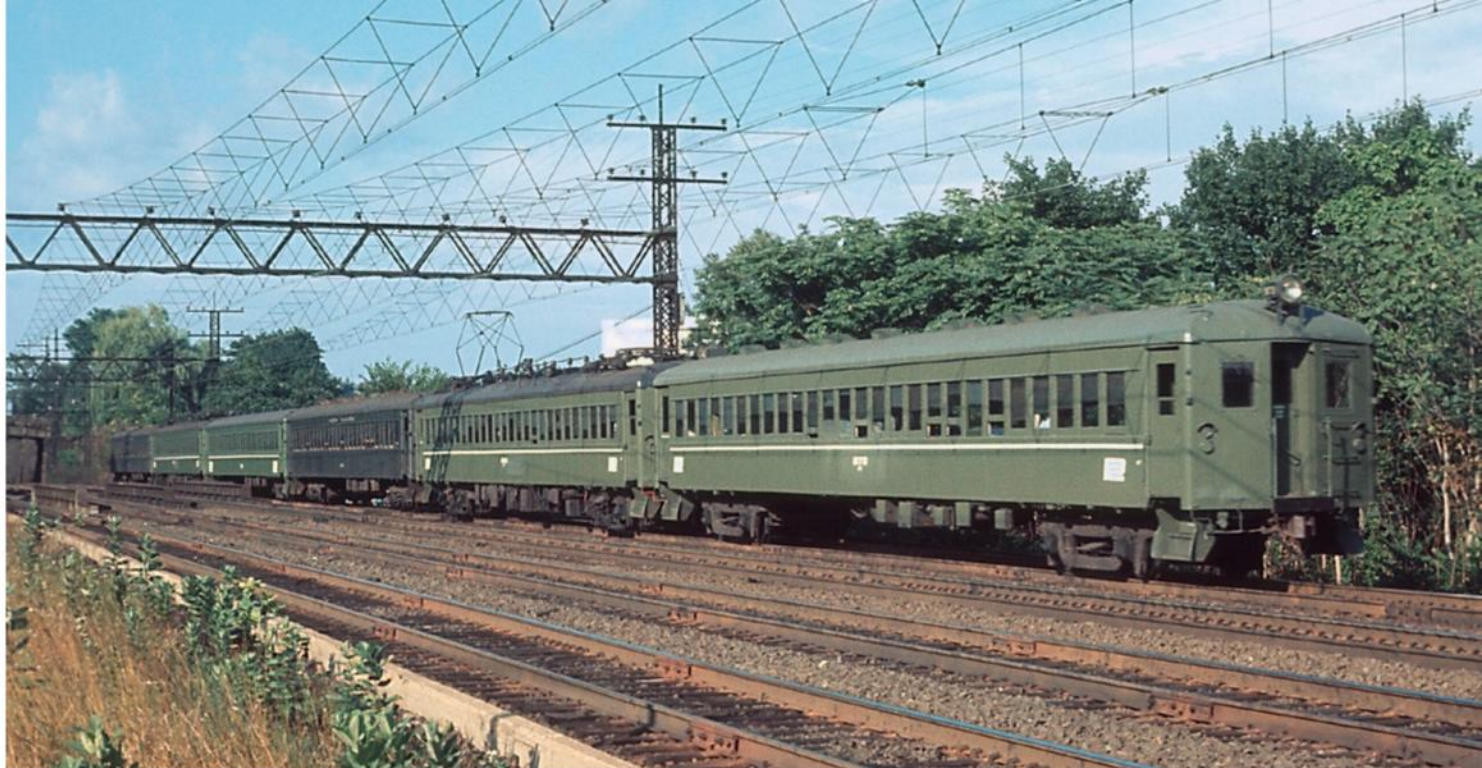
The nearly 200 ex-PRR GG1s and E44s were the backbone of PC's electric locomotive fleet. Motors assigned to freight service rarely saw a wash rack and built up a thick layer of grime, as seen on GG1 4800 and E44 4454 at the Meadows engine terminal near Newark, N.J., on May 13, 1973.

J. W. Swanberg



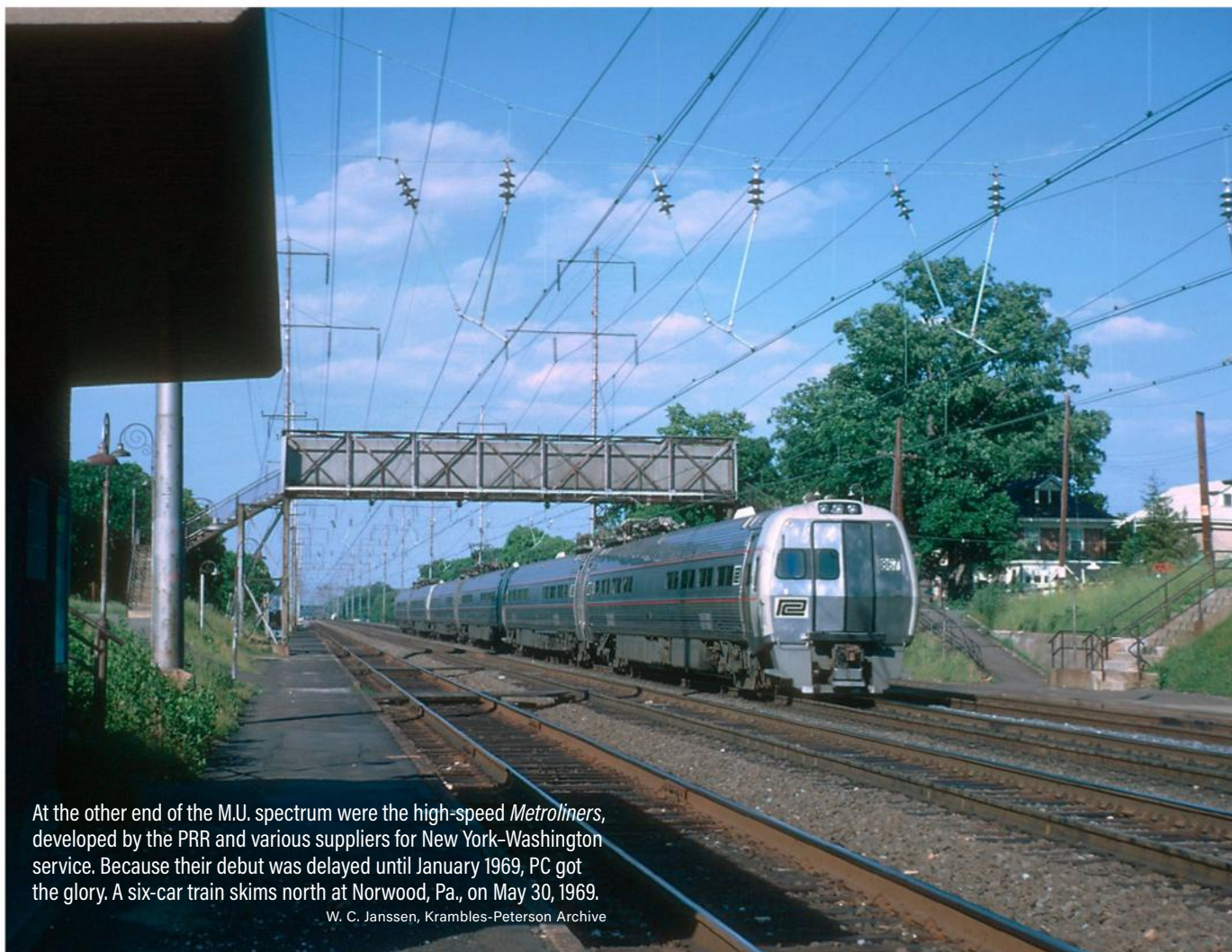
PC's elder statesmen were the S motors, some of which dated from the start of NYC's third-rail operations in 1906. Long since relegated to switching duty, they outlasted newer NYC electrics and even PC itself. Nos. 4731 and 4733 stand outside the electric shop at Harmon in November 1973.

J. W. Swanberg



Penn Central inherited a number of NH's ancient trailer-motor-trailer M.U. sets, two of which (in NH and PC greens) roll east under triangular catenary at Port Chester, N.Y., in August 1970. The legions of commuters who depended on PC ensured that the road's troubles were acutely felt by a wide public.

George Krambles, Krambles-Peterson Archive



At the other end of the M.U. spectrum were the high-speed *Metroliners*, developed by the PRR and various suppliers for New York-Washington service. Because their debut was delayed until January 1969, PC got the glory. A six-car train skims north at Norwood, Pa., on May 30, 1969.

W. C. Janssen, Krambles-Peterson Archive

PENN CENTRAL

The *Admiral* slinks out of Chicago on its final run to Pittsburgh, Philadelphia, and New York on April 30, 1971. The following day Amtrak, created largely to relieve Penn Central of the burden of intercity passenger service, would do just that.

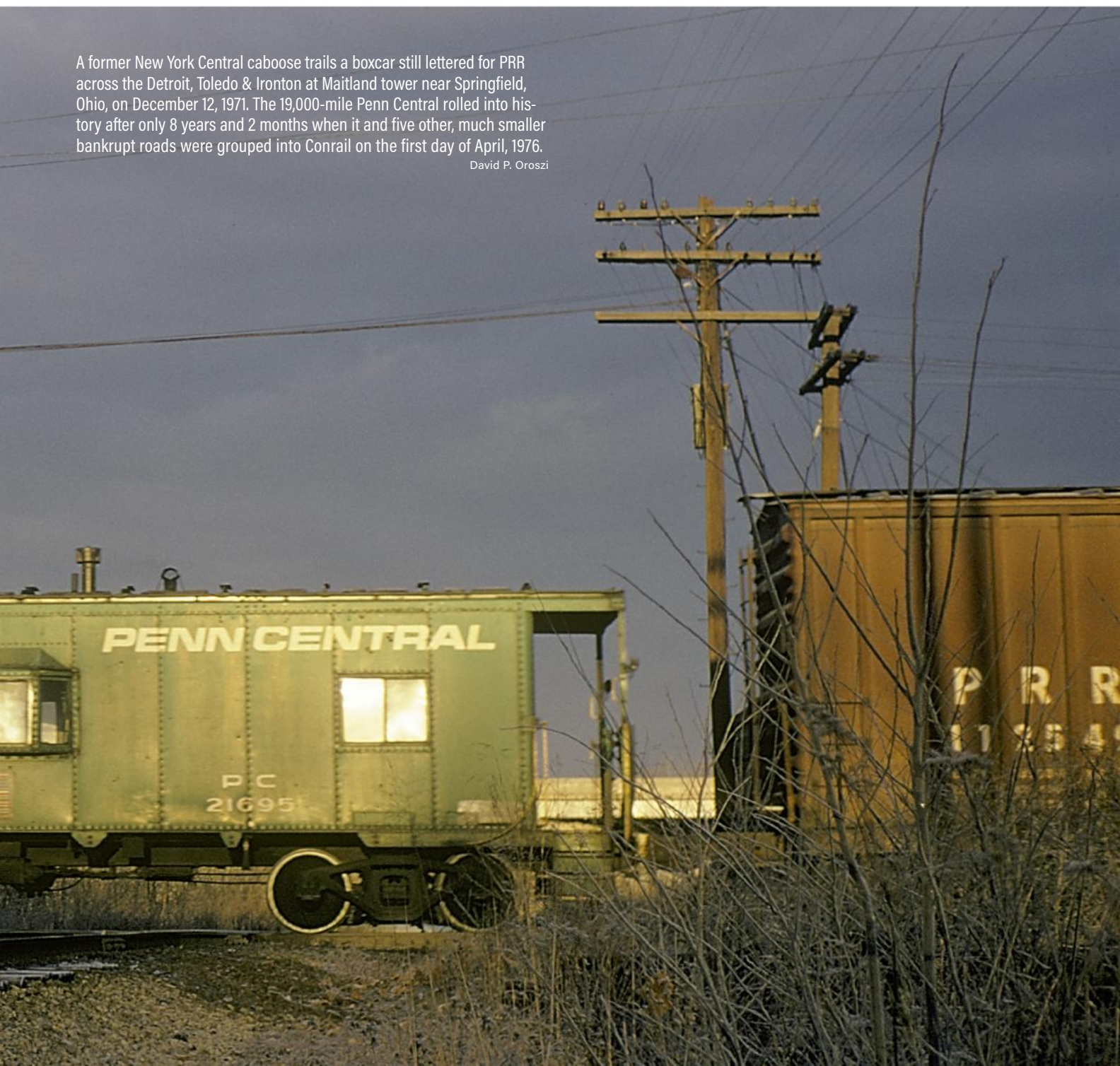
George W. Hamlin





A former New York Central caboose trails a boxcar still lettered for PRR across the Detroit, Toledo & Ironton at Maitland tower near Springfield, Ohio, on December 12, 1971. The 19,000-mile Penn Central rolled into history after only 8 years and 2 months when it and five other, much smaller bankrupt roads were grouped into Conrail on the first day of April, 1976.

David P. Oroszi

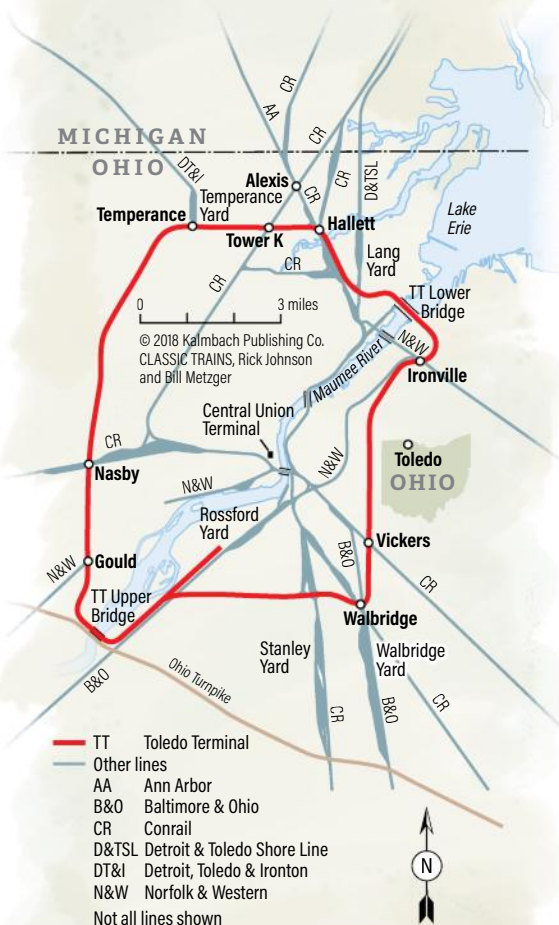


the DIXIE GOES the BACKWAY

BY CHARLES H. GELETZKE JR.

Photo by the author

TOLEDO'S CAROUSEL



The Toledo Terminal Railroad (TTRR) was built in 1907 to completely encircle its namesake Ohio city, which in the early 1940s was served by 11 Class I railroads. As built, TTRR's loop was virtually all double track. Rather than designating the main tracks by geographic direction, the road named the outer track "A Main" and the inner track "B Main." When a train was moving in a clockwise direction, it was "running A Direction"; counter-clockwise was "B Direction." Normal operation was right-handed. Thus, a train running in the normal manner from Lang (Detroit & Toledo Shore Line's yard on the city's north side) to Ironville (the former Wheeling & Lake Erie crossing on the northeast side) it would be going "A Direction on the B Main Track." Train orders always cited the proper track.

TTRR crossed the Maumee River twice, and the only portion that was not double track was the mile-plus at the Upper Maumee River bridge. The photo above shows a "B&O Puller" of my employer, D&TSL, with GP7s 50 and 42, crossing the Upper Maumee bridge on September 20, 1979. The Puller is running as Extra DTS 50 via "The Backway," or correctly, "running B Direction" from Lang Yard to Baltimore & Ohio's Rossford Yard, in that suburb on the Maumee's east bank south of downtown.

As traffic patterns changed after the 1964 Nickel Plate/Wabash merger into Norfolk & Western, one main track was removed between Gould Tower on Toledo's southwest side and Hallett Tower on the north side. This west side of TTRR's loop was cursed by many street crossings,

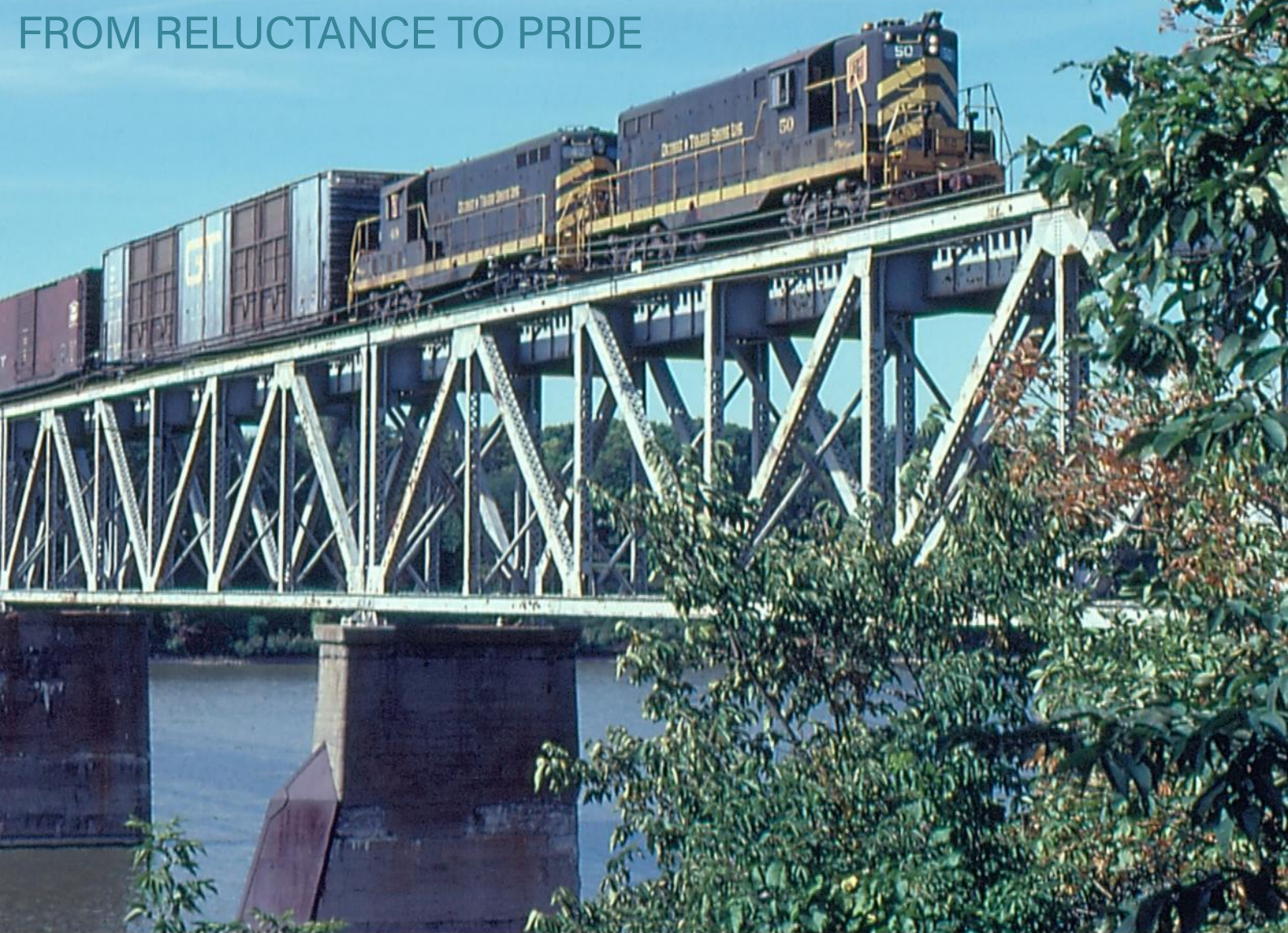


which limited train speed and discouraged use.

This puller, an infrequent move, was usually called "The Dixie," as its main mission was to make the 5 p.m. cut-off at Rossford for B&O's hottest train, "Dixie 99." A Shore Line yard crew would build The Dixie at Lang in three blocks. Generally the front part of the train would have hot automotive traffic for Atlanta, followed by Cincinnati cars, with the balance being "B&O propers" to be sorted at Rossford. Once at Rossford, a B&O yard crew would add our Atlanta block to the train, and shortly Dixie 99 would leave for Cincinnati.

This photo has, as they say these days, "a back story." When I showed the slide at a local friend's home a few years ago, a

FORTUITOUSLY TIMED FROM RELUCTANCE TO PRIDE



young attendee asked if I would make or allow him to make a print to frame and hang on his wall. “I have driven past this bridge [on the Ohio Turnpike] many times trying to imagine what it looked like with a train on it, but this is the only photo I’ve ever seen of it in service!”

At first I was reluctant, but then reluctance turned to pride. This is one of my top 10 favorite slides, and as I get older I am realizing that if you cannot share your material, what good is it?

When I took the photo I was a brand-new 30-year-old Grand Trunk Western trainmaster assigned to D&TSL, which was half-owned by GTW and N&W. Glen Thomson, our chief mechanical officer, had taken me to the Toledo Terminal’s offices to meet the road’s officials. As we

were leaving, the last person to whom I was introduced was TTRR’s chief train dispatcher, Claire Dewey, whose name I recognized from local model railroading circles. We talked briefly, and the last thing I said to him was a request: “Mr. Dewey, do you think the next time you run one of our trains around the Backway that you could let me know so I might take a photo of it crossing the Upper Bridge?”

He turned to me and replied, “How about The Dixie today?”

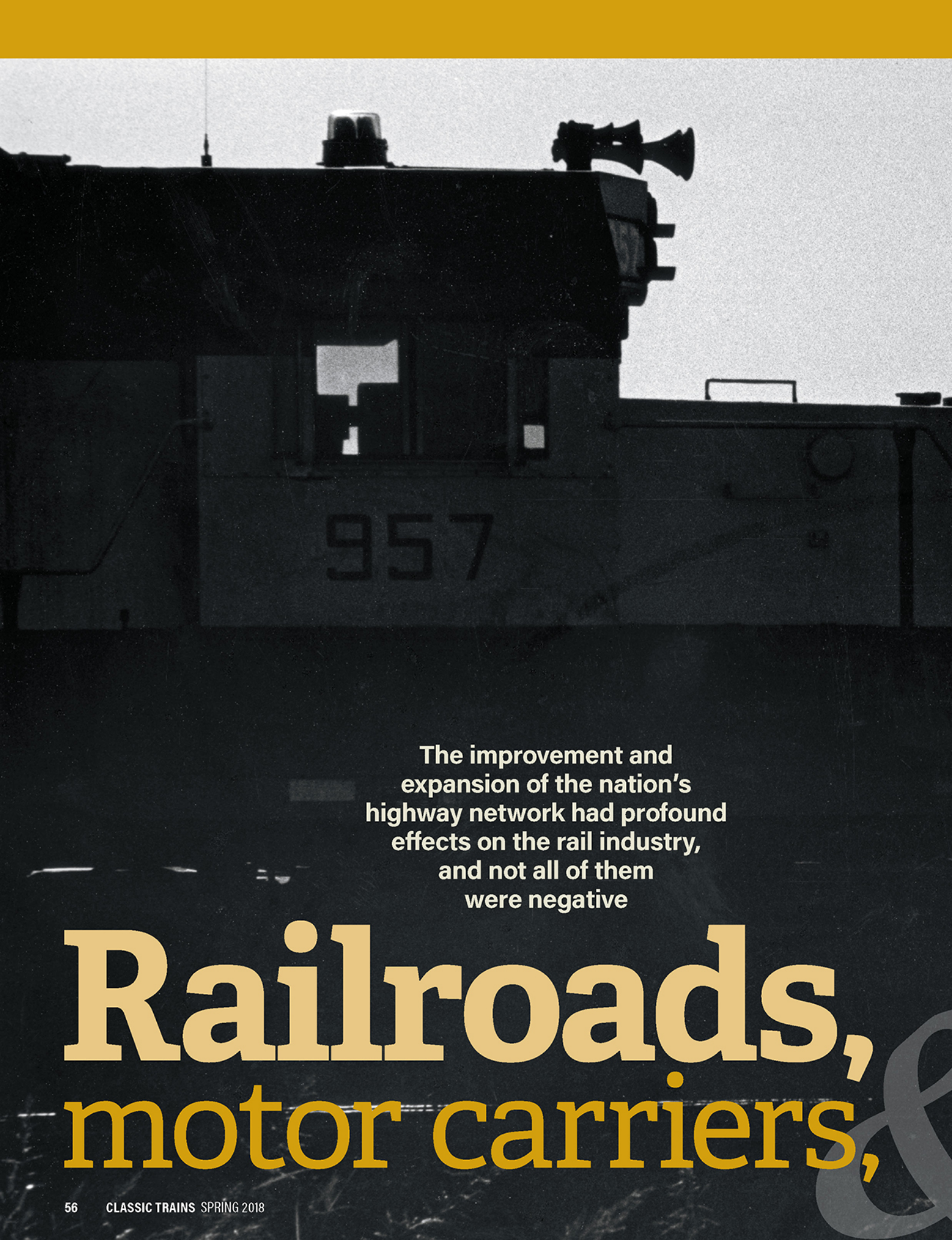
That was all I needed to hear! I drove down to the bridge, picked my spot, and waited. Shortly engineer Paul Carroll brought the Dixie slowly across the river, aiming to make the B&O connection.

C&O bought the TTRR in 1947 to connect it with subsidiary Pere Marquette

as they merged. In March 1982, a train derailed on the Upper Bridge, causing major damage. Soon, vandals burned the bridge’s wood ties, and it was never repaired. Plans for a trail have surfaced, and locals want the “eyesore,” which CSX conveyed to a public agency in 2011, taken down. Norfolk Southern, which got TTRR’s west side, has abandoned some of it, but the east side is a busy CSX main line. Sadly, the Upper Bridge remains a standing ghost, bereft of track.

Meantime, it’s gratifying to know this lucky shot of almost 39 years ago brings joy to the younger railfan generation. **1**

CHARLES H. GELETZKE JR. retired in 2011 from a 45-year railroad career. This is his seventh byline in a CT publication.



The improvement and
expansion of the nation's
highway network had profound
effects on the rail industry,
and not all of them
were negative

Railroads, motor carriers,

Throughout much of the 20th century, American railroads had a something of a love-hate relationship with trucks and highways. Early on, rail executives often touted the benefits that would accrue from the infant motor-carrier industry, the emerging "Good Roads Movement," and the spending that followed in the wake of the Federal-Aid Highway Act of 1916. It was widely suggested in trade publications, at professional gatherings, and in personal correspondence that mechanically dependable trucks, which operated over all-weather roads, could relieve railroads from pressures to construct financially questionable branch lines and might allow them to win regulatory approval to abandon their existing money-draining appendages. Most of all, trucks were regarded as feeders to railways. Agricultural products, in particular, could be brought to stations and yards and then shipped to terminal elevators, processing mills, stock yards, packing plants, and other often distant destinations.

Even by the "Roaring '20s" railroad executives generally did not consider motor



BY H. ROGER GRANT

superhighways

carriers as a direct threat to their bottom lines. They saw their industry as remaining the king of transportation. Although trucks had advanced beyond their gestation stage, they still lacked the mechanical sophistication that they would achieve in a decade or two. High-horsepower engines, dependable braking systems, and heavy-duty pneumatic tires, for example, had not yet been fully developed. And the overall road situation remained poor. As late as the mid-1920s the country claimed only about 25,000 miles of

hard-surface roadways out of a total of more than 2.2 million miles. Small wonder that trucks transported less than 3 percent of the combined rail-truck traffic. Based on these realities, U.S. Secretary of Agriculture William Marion Jardine stated in 1925 that he could not foresee the likelihood of competition with railroads over distances exceeding 30 miles. But that was all to change dramatically.

The era of the Great Depression saw important changes in trucks and highways. Truck manufacturers and suppliers

continued to improve product quality. Registrations for trucks soared from 1,107,639 in 1920 to 4,886,262 in 1940, and that trend continued decade after decade. Highways also improved greatly. In their quest to boost employment, personal income, and economic development, New Deal-era lawmakers, backed by President Franklin Roosevelt, spent heavily on road improvements. Between 1933 and 1942 federal relief and recovery agencies contributed \$4 billion to making better roads and streets. One memorable accomplishment was the opening in 1940 of the nation's first long-distance, multi-lane, divided highway, the Pennsylvania Turnpike. In the process, Washington shifted the center of highway building from the local-state level to the state-federal level of government.

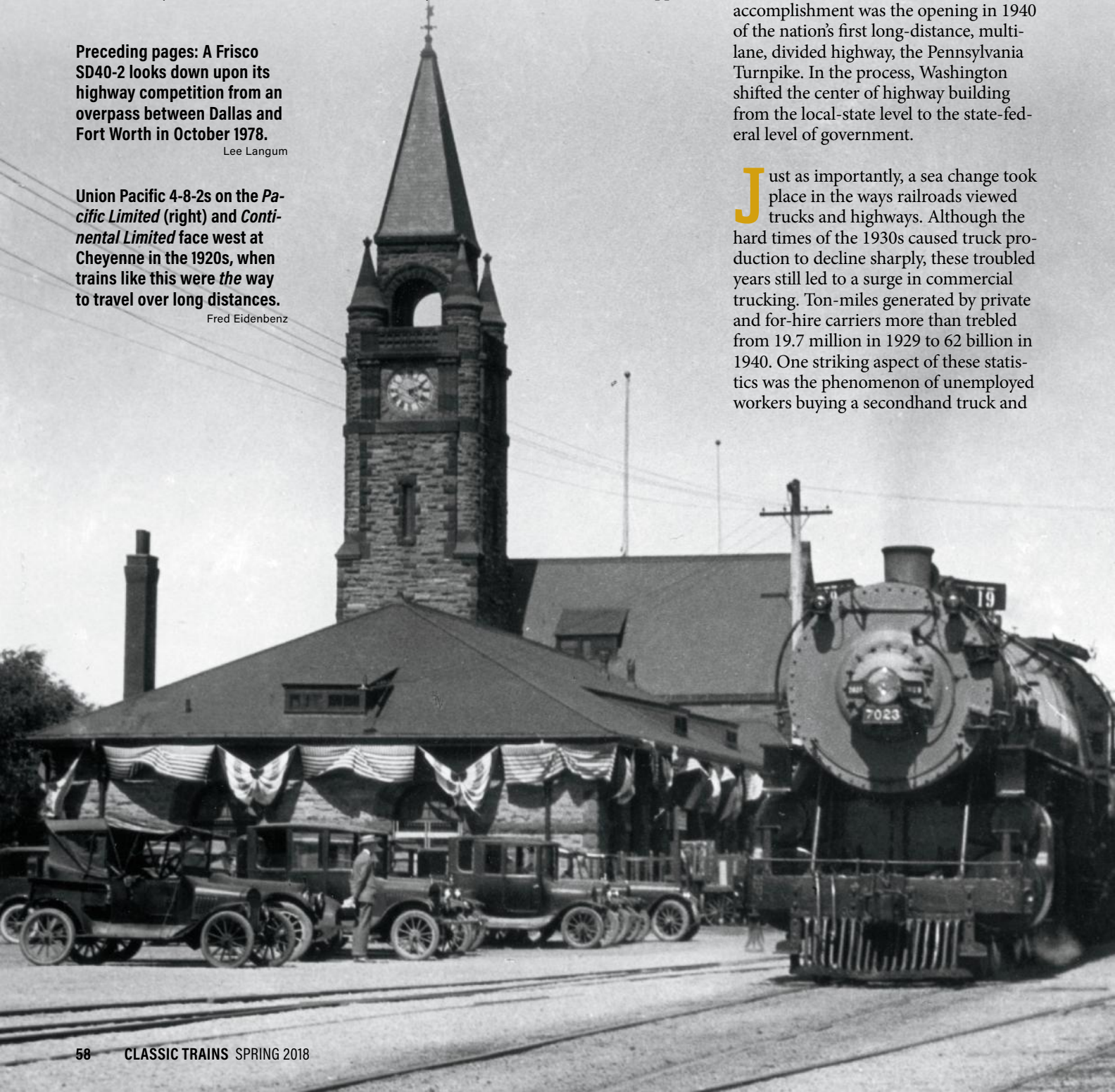
Just as importantly, a sea change took place in the ways railroads viewed trucks and highways. Although the hard times of the 1930s caused truck production to decline sharply, these troubled years still led to a surge in commercial trucking. Ton-miles generated by private and for-hire carriers more than trebled from 19.7 million in 1929 to 62 billion in 1940. One striking aspect of these statistics was the phenomenon of unemployed workers buying a secondhand truck and

Preceding pages: A Frisco SD40-2 looks down upon its highway competition from an overpass between Dallas and Fort Worth in October 1978.

Lee Langum

Union Pacific 4-8-2s on the Pacific Limited (right) and Continental Limited face west at Cheyenne in the 1920s, when trains like this were the way to travel over long distances.

Fred Eidenbenz



hauling freight that previously had found its way into railroad boxcars. There were those laid-off rubber workers in Akron, Ohio, for example, who acquired such vehicles to transport the tires that they once had made locally to automobile and truck assembly plants in Toledo and Detroit, especially to the financial detriment of the Akron, Canton & Youngstown and Detroit, Toledo & Ironton railroads.

If truckers were regulated by state governments, there might be requirements and restrictions, but an increasing number of these operators were self-employed "wildcatters." No wonder the railroad industry, both labor and management, and the Interstate Commerce Commission pushed hard for federal controls and enforcement over "fly-by-nights" and as well as commercial hauling firms.

Fortunately from the railroaders' standpoint, Congress in 1935 passed and President Roosevelt signed the Motor Carriers Act, placing much of commercial trucking under ICC control. This badly needed measure helped to bring about stable freight rates and to end dubious competitive practices. Even the recently formed American Trucking Association, a vocal opponent of wildcatting, gave its blessing. Yet the law exempted private carriage, agricultural cooperatives, and shipments of agricultural products. Furthermore, states could continue to regulate traffic within their borders. Nevertheless, railroads and trucks were on a more level regulatory playing field.

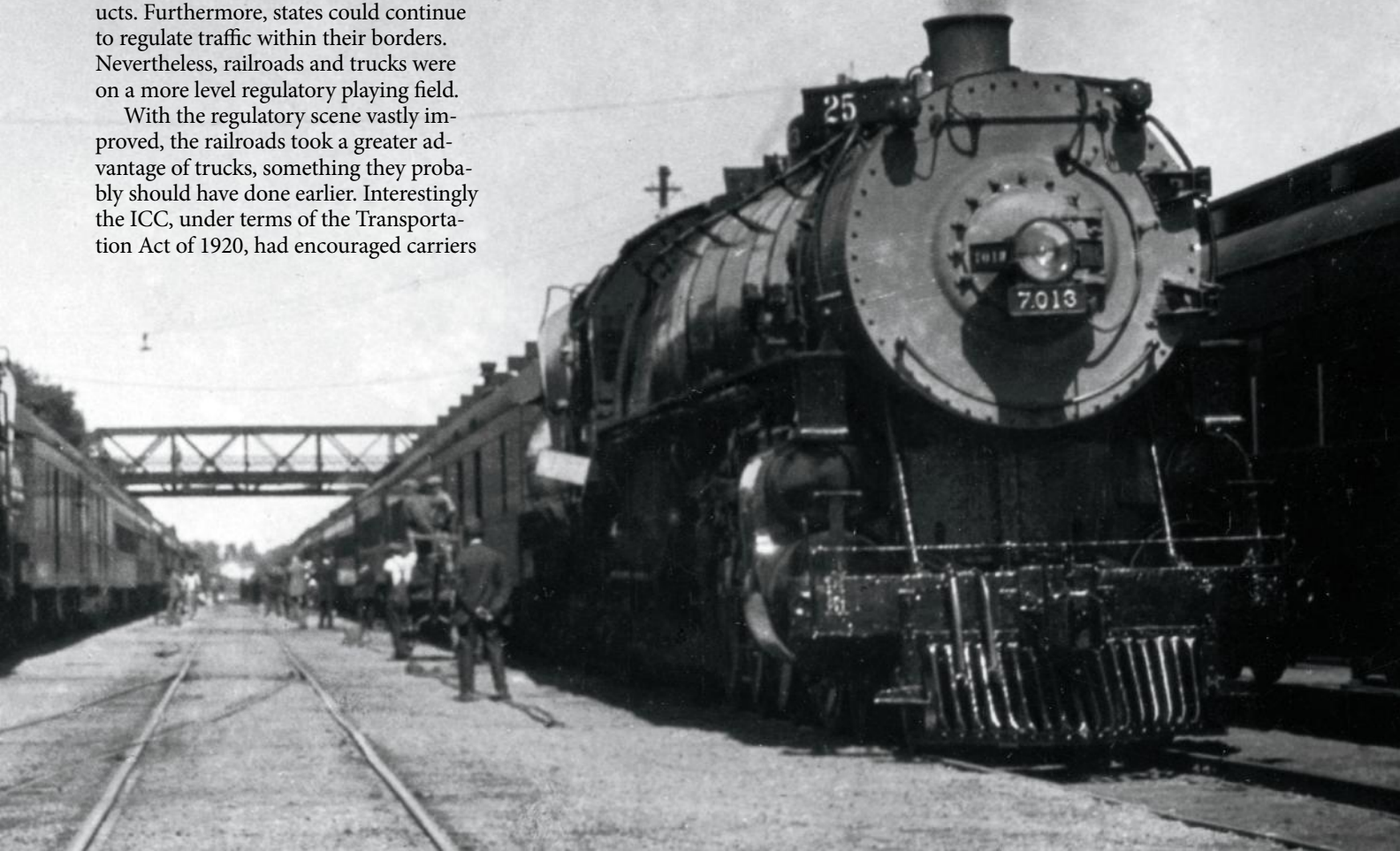
With the regulatory scene vastly improved, the railroads took a greater advantage of trucks, something they probably should have done earlier. Interestingly the ICC, under terms of the Transportation Act of 1920, had encouraged carriers

to enter the trucking business. Washington viewed this as a way for an established industry to assist a budding but chaotic transportation enterprise. Despite this federal "green light," only a handful of rail carriers decided to go into trucking on a large scale. By the mid-1930s, largely as a defensive move, a number of electric and steam railroads had inaugurated pick-up and delivery service on less-than-carload (LCL) freight shipments, and several roads expanded their over-the-road trucking operations. The Chicago, Burlington & Quincy was one such carrier. Its truck subsidiary expanded steadily from 1,306 route-miles in 1936 to nearly 4,000 miles by 1942.

In the larger scheme of freight transport was development of meaningful intermodal operations. In the mid-1930s a few steam roads, spearheaded by the Chicago Great Western and the New Haven, entered the "piggyback" or trailer-on-flat-car (TOFC) business, but this service did not expand widely until the 1950s. Several reasons explain this tardiness. TOFC technology had not been fully developed. Cumbersome jacks and chains secured the truck trailer to the flatcar rather than permanent hitches that

came later. And there was a general lack of standardization among those carriers that offered the service. Because the existing program nearly always involved loading only a single truck trailer on a flatcar, profits were at best modest. Moreover, some officials feared that this arrangement would diminish boxcar loadings. But in the early 1950s industry innovators responded effectively to the alleged or real disadvantages of the piggyback concept, and more railroads and trucking firms began to team up as transportation partners.

Even with the emerging TOFC operations there was no strong bond between railroad and trucking companies. Railroads were not pleased with the appear-



ance of “truck parks,” those often hastily constructed World War II-era industrial plants that lacked rail connections. But they worried more about the long-term impact of the growing and wealthier trucking industry and its more intense lobbying efforts. Since the return of peace in 1945, motor carriers had begun to agitate aggressively for better highways. As the national economy boomed, road congestion and traffic accidents soared, in part because trucks were handling more high-end and high-revenue freight, and more Americans were driving automobiles. Because of depression and war, highway construction had fallen far behind this multiplying traffic. In 1945 there were about 31 million registered vehicles, and five years later the total had soared to 49 million, including 8.6 million trucks. At a meeting in 1951 of the National Highway User Conference, an organization made up of truckers and highway engineers, there was the unanimous consensus that the highway situation was in “near crisis.” Shippers and motor carriers had a multitude of concerns, ranging from food spoilage to

workers arriving late for work, and all because of those jammed highways.

There was also concern among truckers about increasing tollway mileage. Yes, these roads, modeled after the Pennsylvania Turnpike, were faster and safer than surface roads, but they came with user charges. By 1952 more than 600 miles of these modern roadways were open, and another thousand or so miles were under construction.

During the postwar years, a powerful highway lobbying coalition emerged. A working association between the American Trucking Association (ATA); International Brotherhood of Teamsters; cement, aggregate, steel, tire, and truck makers; and others who would benefit from highway construction swung into action. The goal of this so-called “Road Gang” was to build a massive network of superhighways. And for the ATA and Teamsters, they must be toll-free.

Railroads fretted. While they benefited financially from dieselization and other technological improvements, most carriers were hardly money machines. Net earnings in 1949 were less than they had

been in 1940 and about equal to those in 1936. In both of those years gross earnings were only about half of 1949.

When Gov. Thomas E. Dewey of New York in 1950 ballyhooed a colossal cross-state “Thruway” to cost about a half-billion dollars, the immediate railroad response was predictable: “It will certainly make infinitely greater the competitive difficulties already suffered by the state’s railroads.” Although tolls would be charged, Dewey estimated by way of an example that “a savings of \$100 to the shipper can be made in shipping a truckload of metal products from New York City to Buffalo,” and, of course, to the detriment of railroads. Industry representatives hollered that the “public, as usual, would hold the bag for the balance of construction [less tolls collected], interest, maintenance and operating costs on the highway.” What the governor called the “greatest highway in the world” became reality; much of the Thruway opened between 1954 and ’56.

Tolls or no tolls, railroaders saw tractor-trailer units capturing more of the most profitable part of their long-haul



Railroads used trucks to expand their services. Here, cases of cereal are transloaded from a boxcar to a truck of Cotton Belt subsidiary Southwestern Transportation for local delivery. As less-than-carload shipments became unprofitable, railroads ceded such traffic to motor carriers.

Cotton Belt

freight business. But some thought these modern toll roads would cut into profits of motor carriers, and force truckers, particularly independent haulers, to take the slower, existing two-lane highways. If this occurred, maybe some highway freight would stay with or return to the rails. This was wishful thinking, of course.

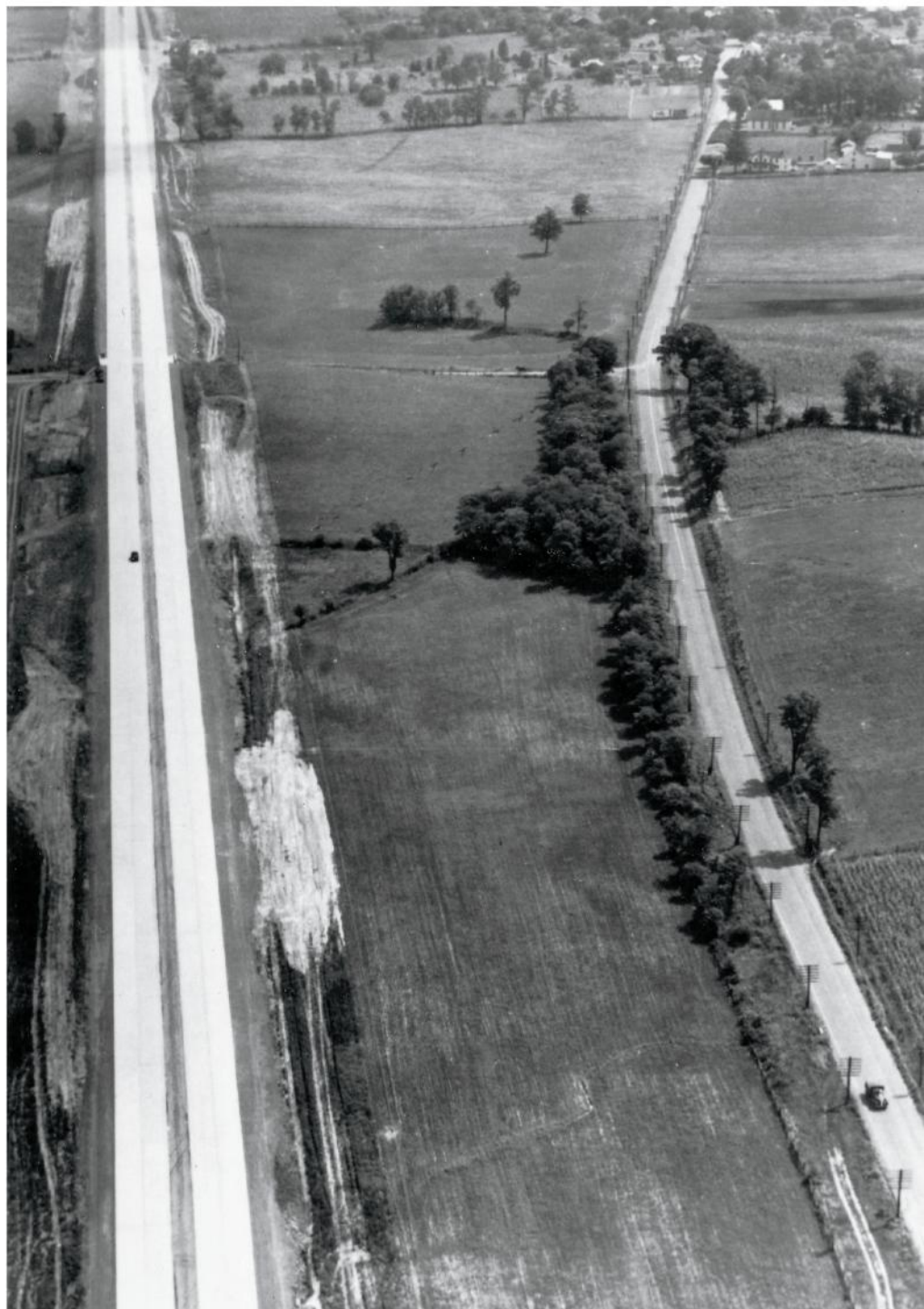
It would be in the late 1940s and early '50s that railroads, through their Association of American Railroads, did what they could to have governments raise fees on truck usage and limit load weights. The core argument was straightforward: costly highway destruction. The industry, at times joined by other entities, including the American Association of State Highway and Transportation Officials, blasted advocates of larger and heavier trucks who repeatedly argued that roads were being damaged by actions of weather and that heavy trailer loads had little or no negative effect. Railroads and highway administrators emphasized that truckers failed to pay their fair share of the cost of building and maintaining public highways, without which they could not function. They also raised the highway safety issue; big, overloaded tractor-trailer rigs often traveled at dangerous speeds to meet customers' deadlines, especially increased demands for "just-in-time" deliveries.

Although there would be some modest victories for railroaders who desired increased user fees and restricted load limits along with enhanced enforcement, the watershed event came in 1956. This was the passage by Congress, immediately signed by President Eisenhower, of the act that launched the Interstate highway system. The popular Republican chief executive in his January 1956 state-of-the-union address had urged lawmakers to enact the highway improvement bill. Those members of Congress who might not have accepted the arguments of the "Road Gang" may have been ardent anti-Communists. These "Cold War Warriors" wanted the national defense benefits of highways that could facilitate rapid deployment of military equipment and material. After all, tense relations existed between the United States and the Soviet Union, and some thought World War III could erupt at any time. For whatever reasons, the National Interstate and Defense Highways Act became the most important piece of domestic legislation since the railroad land grants of the 19th century.

Superhighway construction rapidly followed. Although Missouri began the initial Interstate project in August 1956, Kansas, also "shovel-ready," completed the first section of Interstate highway three months later. These roads changed forever so much of American life — economic, social, and visual. They also altered the railroad industry. Furthermore,

the Interstate system would be emulated by many state roads and later by local suburban ones.

What significantly did the Interstate highway act — "history's greatest highway-building program" — provide? At its core the legislation authorized the expenditure of a staggering \$33.5 billion to construct approximately 41,000 miles of



The newly completed Pennsylvania Turnpike, pictured with a local road west of Carlisle, Pa., was America's first long-distance superhighway and a template for the Interstate system.

Dan Copper collection

superhighways over a 16-year period. It was expected that most cities of more than 50,000 population would be linked to the network. States would undertake the actual building, but Washington would pay 90 percent of the costs. Federal excise taxes on fuel and tires, and an ascending one on gross weight of vehicles in excess of 26,000 pounds, would finance this massive undertaking.

How did railroads view this landmark measure? Railroaders had mixed feelings about the “Eisenhower Interstate Act.” Some felt the superhighways should be financed by hefty user tolls rather than through excise taxes, expecting tolls to discourage Interstate usage by truckers. Others worried that the announced revenue tax streams would fall short, and that taxpayers, including “overtaxed railroads,” would be stuck with the additional financial burden. Some just did not want the measure, even though there was a widespread realization that the nation’s roads needed to

be upgraded. Railroaders also widely believed that Washington was already doing too much to subsidize their competition, whether it be grants for airport construction or the authorization in 1954 to construct the St. Lawrence Seaway. This latter project, in fact, had been a stinging defeat for the industry. Seven earlier attempts to allow ocean-going vessels to travel between the Atlantic Ocean and the Great Lakes had been blocked by a coalition of railroads and eastern seaports. Simply put: federal “giveaways” to rivals meant expanded financial losses.

However, there did exist railroad industry support for the Interstate highway program. In an editorial in the July 16, 1956, issue of *Railway Age*, the top industry trade publication, the editor commented: “Some people seem to believe that the railroads took another shellacking in the enactment by Congress a couple of weeks ago of the ‘big highway bill.’ This paper does not share that opinion considering the thorough ‘conditioning’ the American people have received, for a

generation, in the acceptance of the financing of highways, waterways, and aviation facilities — the final form that this highway bill took represents gains, rather than losses, for ‘user pays’ principles.”

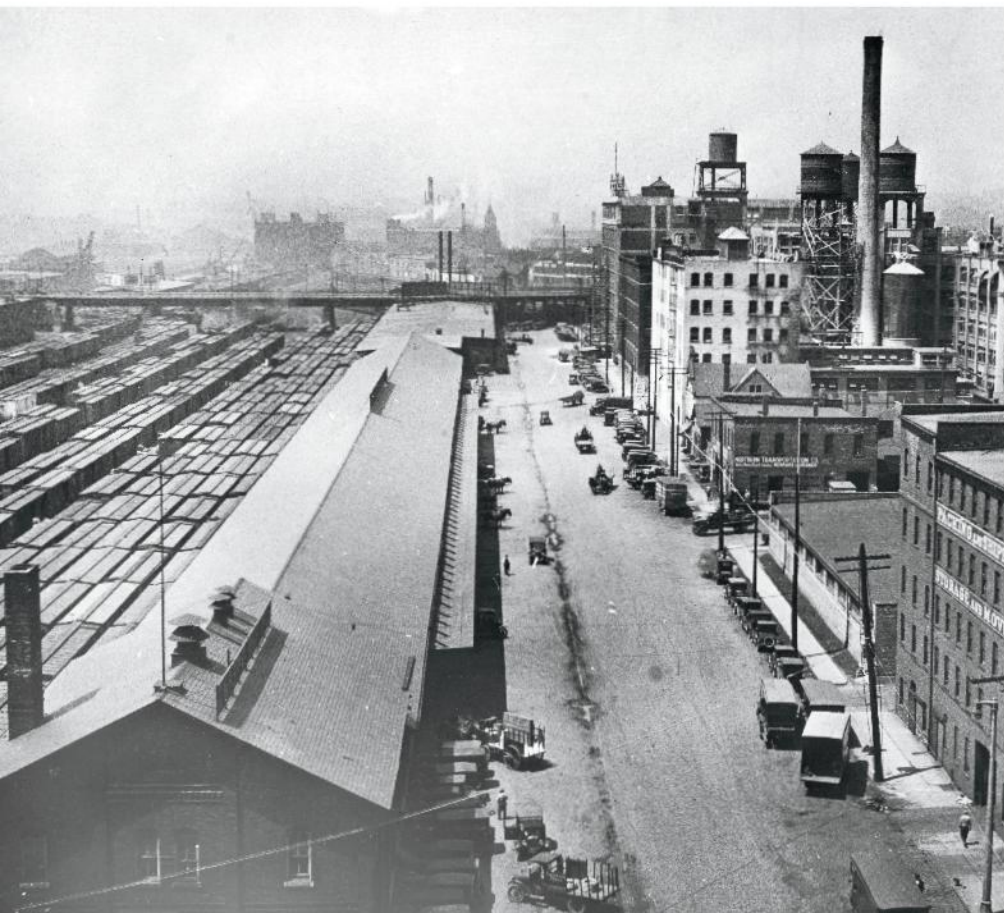
Railway Age liked the types of excise taxes to be levied on trucks. Moreover, it was pleased that “the law provides that no federal funds be granted any state permitting vehicles to use its Interstate highways with weights in excess of the greater of the existing state limits, or the federal limits of 18,000 lb. on a single axle, 32,000 lb. on a tandem axle, a gross weight of 73,000 lb., or a width of 96 in.” Perhaps *Railway Age* was being overly optimistic about the law’s potential impact.

As time passed, superhighways from the railroad perspective would have discernible positive impacts. Yes, for several decades, truck competition produced severe traffic erosion. Contract haulers, for example, made serious inroads into shipments that traditionally had been rail-dependent, for instance bulk cement. But intermodal traffic eventually became extremely important. Needless to say, TOFC and later container operations benefited from the Interstates and other road projects.

There also was the matter of the LCL freight sector. After World War II this labor- and capital-intensive service bled ever more dollars from nearly every railroad’s balance sheet. Constantly increasing truck competition, which took advantage of the growing Interstate mileage, led railroads to receive regulatory approval to make LCL a thing of the past. “Getting rid of LCL,” opined Chicago & North Western President Larry Provo, “was a real blessing.” Less-than-truckload pickup and delivery was more efficient and often a good revenue stream for truckers.

Similarly, trucks also siphoned more of the once-lucrative “head-end” traffic on passenger trains. By the 1960s the U.S. Post Office was canceling an increasing number of Railway Post Office contracts, rerouting the mail to trucks and airplanes. Some “closed pouch” mail, however, remained on the rails, going in regular freight trains. The Railway Express Agency, too, moved more of its business, albeit dwindling, to trucks.

These events forced those railroads that remained passenger carriers to seek permission to take off most of their remaining trains. In 1971 the quasi-public National Railroad Passenger Corporation (Amtrak) relieved participating railroads from the burdens of their passenger op-



In the 1920s, long before superhighways and 53-foot semi-trailers, cities were almost completely dependent on railroads for their needs. Here, boxcars jam the tracks at the Milwaukee Road’s downtown freight house on Fowler Street (now St. Paul Avenue) in Milwaukee.

CLASSIC TRAINS collection

erations. At last the railroads could concentrate on what they did best — long-haul freight.

Development of the Interstate highway system led railroaders to reflect. The thoughts of Jervis Langdon Jr., who during the 1960s headed the Baltimore & Ohio and the Chicago, Rock Island & Pacific, are revealing, and it's likely they reflected the views of his peers. Commenting about Interstate highways in the late 1980s, he said, "I can't say that I have not been saddened by the demise of passenger trains. We on the B&O had some fine ones, but progress is inevitable. In some ways you can't protest against destiny." He continued, "Trucks can do some things that railroad

can't do profitably, and all those miles of Interstates and toll roads have helped to make that possible. The good news is that freight roads today are mostly alive and well, thanks to Staggers [Act of 1980] that gave greater freedom to price services. Mergers and increased labor productivity have also helped immensely."

Nevertheless, Langdon had concerns about superhighways. "There are problems with trucks. Weight limits that are probably unrealistic, and there are trucking companies and independent truckers who blatantly exceed these restrictions, even those that are in my estimation too high. Double-bottom tractor-trailers and triple-bottom trailers can pose a danger to motorists."

Jervis Langdon was right on the mark.

Yet this progressive railroader surely did not anticipate the huge expansion of intermodal traffic that was in the offing, or such arrangements as today's attractive railroad contracts with J. B. Hunt, Schneider National, FedEx, and the like. Nor did he envision the dramatic increase in the domestic and international container business, *i.e.*, the rapid globalization of economies and the transportation to connect them. In the U.S., we may not have arrived at a perfect marriage between rail and road, but intermodal cooperation has come of age. ■

H. ROGER GRANT is a professor of history at Clemson University. He has written or edited more than 30 books; his latest, due in April, is a biography of John W. Barriger III.



Railroads have found prosperity in the highway age by hauling truck trailers and containers on flatcars. Multi-level auto-rack cars, like those in the background of this early 1960s Southern Pacific scene, enabled the rails to recapture lucrative finished-vehicle traffic from truckers.

Southern Pacific

What's in a Photograph?



Grand Avenue junction, Milwaukee, Wis.

Steam and diesel trains converge on September 28, 1951

BY JERRY A. PINKEPANK • Milwaukee Road photo

Grand Avenue interlocking was the Milwaukee Road's gateway for the Milwaukee terminal for trains from the west and north (with an important exception; see item 2). This view looks north from the bridge carrying the former Grand Avenue, the central city's main east-west street, over the Menomonee River valley. The street was renamed Wisconsin Avenue in 1926, but the railroad retained "Grand Avenue" for the junction. Just south of here the routes divided, the main line that was used by eastbound passenger trains and yard jobs curving east to pass north of the sprawling West Milwaukee Shops. The main freight route continued south, then swung east to Air Line Yard, the railroad's principal yard in Milwaukee for eastward freight traffic. (Muskego Yard handled westward traffic.)

1 La Crosse Division main line

This line angled northwest across Wisconsin to the Mississippi River at La Crosse, Wis. It was the route of the *Twin Cities Hiawatha* after 1935.

2 Eastbound freight train

Powered by class S2 4-8-4 No. 207, it has passed the interlocking's home signal, the back of which is beside the first car behind the tender. In the steam era, most eastbound freights avoided Grand Avenue, entering Milwaukee via the steeper but shorter Air Line, which diverged from the main line at Elm Grove, 7 miles west. The main line follows the Menomonee River, resulting in grades not exceeding 0.53 percent west to Elm Grove. The single-track Air Line via West Allis was about 3 miles shorter between Elm Grove and Air Line Yard, but it had a grade of 0.91 per-

cent. Today, the tower is long gone, MILW has become Canadian Pacific, the Air Line is abandoned, and all trains run via Grand Avenue.

3 Speed restriction sign

In this case combining a "Resume Speed" indication for a 35-mph restriction for the 5-degree curve just being exited by westbounds with a 60-mph limit for the 3-degree curve westbounds are about to enter. Each road had its own standard for such signs; MILW used an angled sign where the restriction became effective, and no advance sign, and would show a different speed for freight and passenger on the same sign if applicable, without showing "F" and "P," as the higher speed was always for passenger. On other roads the angled sign is often an approach indication, with a horizontal sign where the restriction is effective. Behind the speed sign is a pole for a light to shine on a train-order stand, just left of the pole but with no hoops in it.

4 Train-order signal for La Crosse Division

The blade at the left faces and applies to eastbounds; the other is for westbounds. The presence of train-order signals at such a busy location suggests that this is a two-man tower with a train-order operator as well as a leverman.

5 Rod connection from tower to derail

Operates a derail device on an industry track connecting within the interlocking limits.

6 Streetcar viaduct

A deck-truss bridge design is used here because the valley floor was sufficiently below the level

of the streetcar line that this style would not impinge on the clearances of the railroad below. The trolleys used streets on either end of the viaduct but the structure was rail-only.

7 Section house

For maintenance-of-way workers; wooden stringers and a wood platform are provided to get motor cars on and off the track; when not in use it resided in the building with the steeper roof just beyond the section house.

8 Facing-point lock

Operated by a rod extending parallel to the rod which operates the switch itself. Where switches are operated by switch machines, the machine is considered to perform the point-lock function, but in rod-connected plants like this, separate point locks were often provided, and allowed higher speeds.

9 Green Bay Subdivision main line

At North Milwaukee, 5 miles out, lines diverged to Horicon, Green Bay, and the north side of downtown Milwaukee (the "Beer Line"). Soo Line trains used trackage rights from Rugby Junction on the Horicon route through Grand Avenue into central city yards in the era long before Soo's 1985 absorption of MILW was ever dreamed of.

10 Home signal

For Green Bay Sub inbound trains. When Grand Avenue's plant entered service the home signals were rod-connected semaphores operated by levers in the tower; by 1951 signals were electric but the track switches remained rod-operated.

11 North Side transfer run

Powered by a Baldwin diesel switcher, it is being held for the mainline freight to cross the plant. It's likely bound from Glendale Yard near North Milwaukee to the yards east of Grand Avenue.

12 Menomonee River

At this point it appears to be a modest stream in an artificial channel; to the east it widens into a portion of Milwaukee Harbor navigated by large Great Lakes freighters.

13 Train-order signal for Green Bay Sub

There is no hoop stand, so the operator would deliver the orders in hand-held hoops. Since this location is closer to the tower than the La Crosse main, there was less need for a stand.

14 Grand Avenue tower

The rods operating the switches, derails, facing-point locks, and those signals not converted to electric interlocking all are connected by the system of rods spreading out from the base of the tower. The rods rested on rollers spaced along their length, and constant attention by signal maintainers was needed to keep them operating smoothly; even with the best attention, it took a strong man to operate the levers, especially where there were several changes of rod direction and when the switch or signal was a ways from the tower. As built, the tower had 39 levers in a 40-lever frame. On the ground floor of the tower was a locking bed with steel blocks on rods arranged in such a way that no conflicting routes or signals could be set up, hence the term "interlocking."

A day and a half in

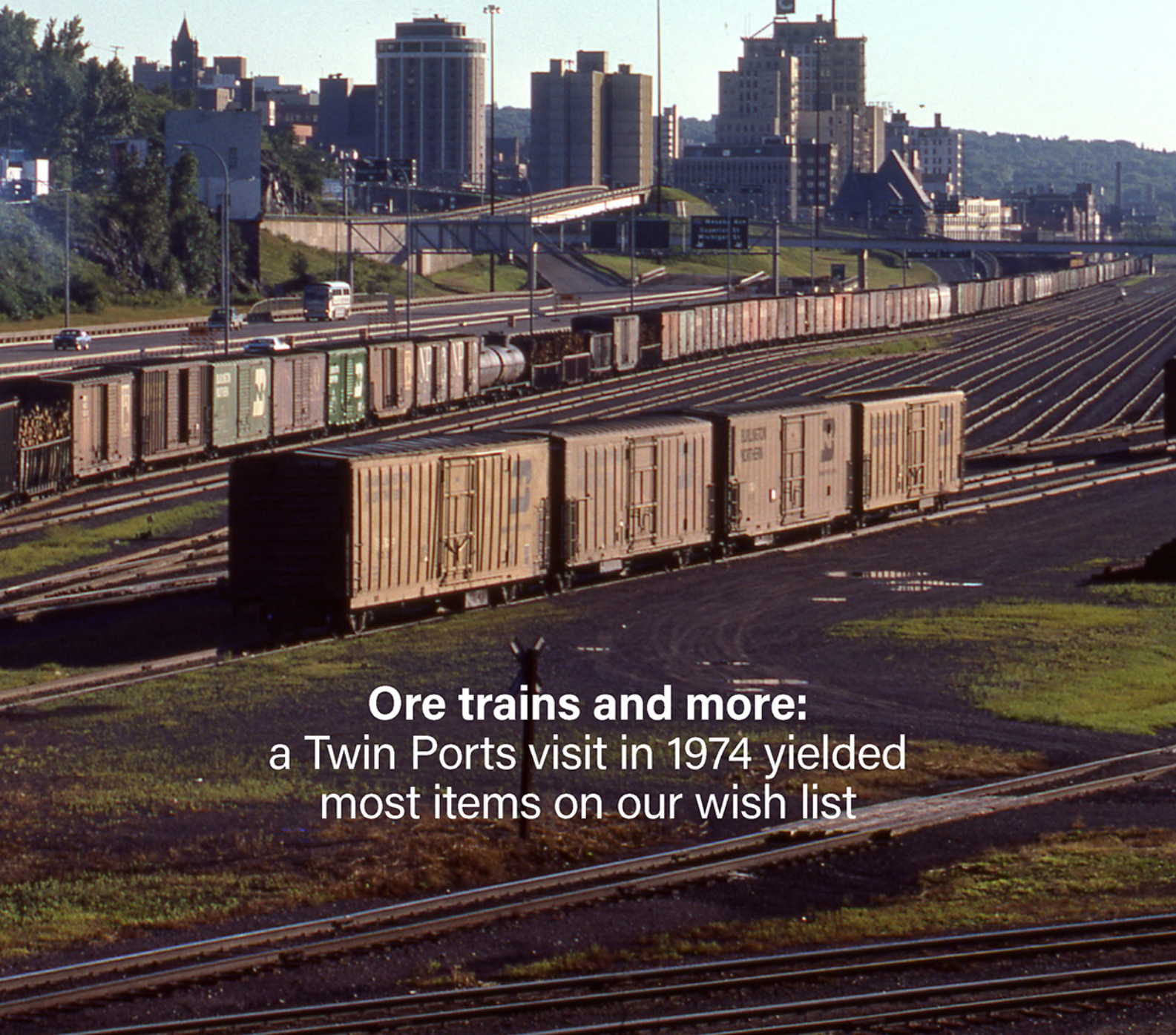
DU



This compelling morning shot of downtown Duluth began our first full day, but it's impossible now since I-35 was extended through this area. Smoking it up after sitting overnight, this BN quartet is led by an F7 in Big Sky blue.

BY JEREMY PLANT • Photos by the author

LUTHER



Ore trains and more:
a Twin Ports visit in 1974 yielded
most items on our wish list



Following our afternoon arrival, our first train was this surprise — ex-Union Pacific C630 903 of the Missabe, rolling into Proctor Yard with loaded ore “jennies,” as the short hopper cars are often called. DM&IR got UP’s 10 630s in 1973; in ’76, they went to Quebec’s Cartier Railway.



As 903 drifts into the yard, SD9 139, delivered in 1958 and still in its original striping, switches empty ore cars. DM&IR’s name is spelled Missabe, but you also see Mesaba and Mesabi (as in the iron range). The name derives from the Ojibway word meaning “Giant Mountain.”



The BN train (previous pages) crossed the harbor into Superior and we chased it, here at LST&T Junction on the ex-NP main line. The diesel consist is pure early-BN, 644 being ex-GN 314A; 779 an ex-NP passenger F9B; GP9 1913 ex-NP 328; and SW1000 444 ordered by CB&Q.

Every summer in the early 1970s my brother Jeffrey and I went to the Midwest for a two-week sweep of railroads and sites new to us. Growing up in New York State in a family that rarely took vacation trips, our exposure to railroads beyond our immediate purview — Penn Central, Delaware & Hudson, and Boston & Maine — was limited until we left for college (and for me, the Army as well). We were both single and looked forward to exploring new territory and operations. The northern Midwest, with its variety of carriers, was a favorite target. In 1972 we’d begun in Chicago, working west to Kansas City and then north to the Twin Cities. The next year we started in southern Indiana and wound up on Michigan’s Upper Peninsula, so it seemed logical to begin our 1974 sojourn at the Twin Ports of Duluth, Minn., and Superior, Wis. Our plan was that after a few days up there, we’d head south along the Mississippi River and wind up in Chicago.

The Twin Ports’ location at the head of Lake Superior, with Minnesota’s iron-ore deposits — by this time mostly of the nearby Mesabi Range — made it a logical railroad center. Be the commodity Midwest grain or Mesabi ore, a lot of rail-to-ship transloading was done in the Twin Ports. All the big northern Midwest roads served the ports: Burlington Northern, Soo Line, Milwaukee Road, and Chicago & North Western. Our primary targets were the two Duluth-based regionals, ore-hauler Duluth, Missabe & Iron Range and Canadian National subsidiary Duluth, Winnipeg & Pacific, neither of which we’d photographed before. The same was true for the local switching road, Lake Superior Terminal & Transfer. We also planned to drive 50 miles northeast to Erie Mining’s port at Taconite Harbor, since EM relied on a fleet of F9s. Further, we learned BN still used F units in the area — in the mid-1970s, cab units anywhere were a welcome sight.

We flew from Chicago to Duluth on a North Central Convair 580 and rented a car to check things out, beginning with DM&IR. We knew DW&P used Alco RS11s, and as confirmed “Alcophiles” growing up near Schenectady, “the Peg,” as it was called locally, was also on our must-see list. We had some general plans but remarkably little intelligence on the area’s operations, and no local contacts. In those pre-radio-scanner days, it was difficult to acquire useful information on



Another pre-merger color montage brings a train into Superior on the former GN main: an F9A still in NP's passenger two-tone green designed by Raymond Loewy; F9B 771 in BN's white-stripe passenger scheme; and GN high-nose GP20 2030 still in factory paint from 1960. GN's GP20s operated long-hood-forward and were not renumbered in the merger. Lead unit 774 has a BN freight-service number; built as NP 6702A, it became BN 9808, as which it hauled BN and early Amtrak varnish. The middle unit was built as NP 7007B, becoming 6702B for passenger service and then BN 9805.

Ore and more: Twin Ports rails in 1974

BN Burlington Northern
C&NW Chicago & North Western
DMIR Duluth, Missabe & Iron Range
DW&P Duluth, Winnipeg & Pacific
LST&T Lake Superior Terminal & Transfer
Soo Soo Line

Not all lines shown;
not all yards shown

0 5 miles
© 2018, Kalmbach Publishing Co., CLASSIC TRAINS: Rick Johnson





Superior being flat made it a preferred area for big yards. We look southwest from the 21st St. overpass in the morning as a BN transfer with NW2s 550/547 uses a post-merger connection from ex-GN track onto ex-NP. These switchers had an interesting history. The 550 was built in 1949 as CB&Q TR2A 9403A, the cab unit of a cow-and-calf set; 547 was Q 9400B, built in '47 as EMD 912B, the calf of a demonstrator duo. The Burlington eventually had EMD add cabs to its 10 calf units.



BN's two major yards were in Superior, at 28th Street and 17th Street, the latter ex-GN with a brick roundhouse (above). Units present on our first afternoon included F9B 779, built as NP 7014B, later 6706B for passenger duty and then BN 9813. It is coupled to GP9 1913, seen on the next morning's freight [page 66]. F9B 775, in back, was built as NP 7011C, then was 6704B and BN 9809. Coupled to it is F9A 772, ex-NP 6701C and BN 9806, still in BN's passenger "hockey stick" striping.

train movements, but the Twin Ports' railroad density suggested that with a little luck, we'd be able to find enough action for a successful visit.

Having secured a car at the airport, we headed south to Missabe Road's big yard at Proctor. At the north end, we saw a large yellow mass approaching from the north with a long string of ore cars. It was a Century 630, late of the Union Pacific, running long-end forward. Since we didn't know the Missabe had gotten these Alcos, it was quite a start! A Missabe SD9 in its as-delivered paint scheme was switching the yard, which held a lot of red ore. Then the weather deteriorated, and a heavy rain began, so we soon headed to downtown Duluth for lodging, food, and beer. The next day's weather forecast was better, so we enjoyed the chance to relax.

Just as we hoped, the day dawned clear and sunny. Our attention first was drawn to a freight about to head out from the downtown yard behind BN power, led by F7 644 still in Great Northern Big Sky blue [pages 66 and 68]. We would see several units still in colors of BN predecessors GN and Northern Pacific. These four units had sat idle overnight and were producing a nice plume of blue EMD smoke as the train got underway. The site of this photo, where most of the cities' railroads interchanged cars, was totally changed in the 1980s when the I-35 extension wiped out most trackage.

We hustled across the big harbor bridge into Superior and got a couple of shots before the train stopped just past the 21st Street bridge, the second one over the south end of the former GN yard. The friendly crew invited us up into 644's cab, and we badgered them for information — we were, after all, by now in the Badger State. One item helped us greatly: they said Erie Mining was on holiday and not running, so we scratched that. A cab ride to Staples, Minn., for one of us was being discussed when the crew told of a train from the Twin Cities approaching, with F units. We could see a headlight far down a parallel line, so off we went and were rewarded with the nice three-unit prize in the photos on the previous page



Lake Superior Terminal & Transfer, whose NW2s 103/104 work as we look northeast from the Belknap Street bridge, owned 24 miles of track around Superior. It had owned Superior Union Depot, used by two of its parents, GN and NP (other owners were C&NW and Soo). LST&T had 5 NW2s and 1 SW1200, all in GN-style colors and run hood-to-hood when in m.u.



Our only North Western shot (we'd seen the road in Chicago and elsewhere) was of these GP7s in the rain in downtown Duluth. Behind 1635 is 152, its three-digit number indicating it was built for C&NW subsidiary Omaha Road, which reached Superior from west central Wisconsin. C&NW's Twin Ports yard was at nearby Itasca, Wis.



Switching in the former GN and NP yards in Superior was largely done by ex-GN SD7s and SD9s (NP had neither). Among those we shot were SD7 6010, formerly GN 560 and still in Big Sky blue (right), and SD9 6100 (left), from a 1954 batch of 25, in GN's simplified orange-and-green scheme. GN's fleet of 27 SD9s was dwarfed by CB&Q's 70, plus 23 on subsidiary Colorado & Southern. GN had 23 SD7s, CB&Q 37, and C&S and Fort Worth & Denver 10 each.



Hustling through the Superior yards in a view northwest from the 21st Street bridge, two-year-old BN SD40-2 6332 is running solo with a good-size freight. Since we had feasted on BN first-generation motive power, it was a shock to encounter a fairly new unit like 6332.



Having covered much of Superior, we headed back into Minnesota for more Missabe and DW&P and were rewarded with ex-UP Alco C630 909 and SD9 130 descending the 2.2 percent grade from Proctor to Missabe's Duluth ore docks. The 130 was one of two SD9s (with 129) in which DM&IR had kept the steam generators active for business trains. In 1977, the two wound up briefly hauling Amtrak's Minneapolis-Superior/Duluth *Arrowhead*, which operated during 1975-78.

above the map. The cab ride option was gone, but we found consolation prizes in Superior: a pair of LST&T switchers on a train and SD9s in various schemes switching the BN yard.

By midday, with the sun high, we considered our options and decided to see if any of the Missabe's ex-UP C630s were working in Proctor, and if the DW&P might show us its RS11s in action. Both turned out to be good choices. At Proctor we found C630 909 coupled to SD9 130 on the "Hill Run," with loaded ore headed down for the Duluth dock. After shooting several angles of the train waiting to leave, we found a good spot about halfway down the grade. A second train with two SD9s followed, and we got the return run with the SD9 leading the big Alco coming back into Proctor.

Hoping our luck would hold, we moved to DW&P's West Duluth yard, where RS11s appeared in force, including a trio lined up to head north. By now it was early evening, but the light held as the train readied for the trip to the Canadian border. We tried to chase it but got lost, our only real disappointment of an otherwise highly productive day.

The next morning was overcast and gloomy, so we decided to head south, aiming next to explore the Milwaukee Road around La Crosse, Wis. Yes, our stay in Duluth-Superior was short, but in one magical day after our first afternoon's "yellow surprise," we realized our hopes had been exceeded in finding unexpected diesels and good photo possibilities in one of the country's more fascinating urban settings. ■

JEREMY PLANT, an author or co-author of more than 30 railroad books who began train photography in 1967, is a retired university professor. He lives with his wife, Susan Brown Plant, in Hershey, Pa. Their son Brian and Jeremy's brothers Jeffrey and Johnathan Plant are also published photographers. Jeremy's previous CT byline was a Summer 2016 Lehigh Valley tribute.



Following the 909/130 combo (opposite page), we caught this second "Hill Job" coming down with ore loads at the same location with a pair of SD9s in their original paint scheme, 1957-built Nos. 117 and 118, in full dynamic braking. In 1979 they, with several siblings, were transferred to another U.S. Steel road, Bessemer & Lake Erie, in one of the many shufflings of units among USS roads, especially the two ore-haulers but also the Elgin, Joliet & Eastern.



Our final stop was Duluth, Winnipeg & Pacific's yard and engine terminal in West Duluth. The 170-mile Canadian National subsidiary extended to the Canadian border at Ranier, Minn., and depended on 15 Alco RS11s, making it a necessary stop on our Twin Ports tour. We caught three of the 1956-built 1,800 h.p. Alcos heading out in late afternoon, with shiny 3613 in the lead, painted in a version of CN's "Sergeant Stripe" scheme. In a swap involving both Grand Trunk Western and Central Vermont, the RS11s would go to CV in trade for EMD units from GTW, and I would meet them again in Vermont.

Cradle of railroad interest

Experiences in the Boston area as a boy and young adult helped me find my path to railroading

BY CHRIS BURGER • Photos by the author unless noted

Given its role in the Revolutionary War, one of Boston's nicknames is "The Cradle of Liberty," and I don't think it's a stretch to say that the city played that role in my interest in and love of railroading as well.

Our family moved to Dedham, a suburb 10 or so miles southwest of Boston, when I was 7 years old. Until then my railroad world had been Elmhurst in the New York borough of Queens, with occasional visits to Long Island City. Boston was to change that and foster my fondness for the New Haven Railroad, not only when we lived in Dedham but also dur-

ing my college years in Providence, R.I.

The Dedham area was served by two New Haven lines that diverged from the Boston–New York main line at Readville. The northerly line was a 2.1-mile branch that ended at Dedham station. The southerly one, part of the Midland Division, ran southwest to inland points in Connecticut; its Endicott station was about a half-mile from our house and 1.4 uphill miles from Readville. Both lines hosted commuter trains from Boston, and the Midland had Boston–Hartford, Conn., passenger service as well.

A local freight called the "Blockader" served the Dedham branch, as did the

"Ping Pong" on the Midland, which also hosted through freights to Hartford and other points. I loved to listen as the steam-powered freights struggled up the hill from Readville and then shut off as they got enough of the train over the crest just east of Endicott. When I arrived on the scene in 1947, everything was steam-powered, with class I-2 Pacifics on the passenger trains and mostly R-class Mountains on the freights. Dieselization of the Midland passenger service began in November 1948.

The New Haven's big Readville car and locomotive shops were located a mile or so from where we lived, and a lot of



employees lived in Dedham. One of them was locomotive engineer William Matta. If the name sounds familiar it may be because he made national news in January 1953 as the Boston-to-New Haven engineer of the overnight *Federal*, which, later in its trip on the Pennsylvania, ran away approaching Washington Union Station, crashing spectacularly into the concourse.

Not long after moving to Dedham I got to know his son Bill Jr., who lived nearby, was my age, and also liked trains; we became good friends. His being part of the “New Haven family” opened a lot of doors and led to many rides for us, including one on the *Comet* motor train from Boston to Providence. We got to know many of the employees and became a familiar sight around the property as well as on the Boston & Maine until my family moved to White Plains, N.Y., in 1956.

Another New Haven “Dedhamite” was diesel mechanic John Reilly who, during my high school years, taught our Monday evening religion class. He worked

at NH’s Dover Street engine terminal in Boston, and I spent many Saturday mornings hanging around there with him, then riding over to South Station with the *Yankee Clipper*’s engineer Fitzgerald and fireman Hodge.

We’d get on the power (always a pair of Alco PAs), make the moves to where the train was made up, do our brake test, pull down to South Bay Junction, then tail-hose back into South Station. This involved changing ends on the

power twice, and it was my “job” to handle the rotair valve and doubleheading cock when we did so.

Fitzgerald was the only diesel engineer I ever knew who’d come to work with his long-neck oil can and, before making a move, walk around the units and apply oil to all the brake-cylinder pistons. Much later when I was a New York Central trainmaster, I learned that oil was no friend of the bushings and internal brake cylinder workings, but I suspect that Fitzgerald and most steam-era enginemen

had been taught and subscribed to the “if it moves, oil it” theory and practice.

Bill Buckner, a Readville car shop foreman, was another one of my Dedham influences. Scouting was a big part of my life growing up. When the railroading merit badge was established, I was one of the first to sign up and Bill was the counselor. I remember him saying — probably facetiously — that he learned more from me than vice versa.

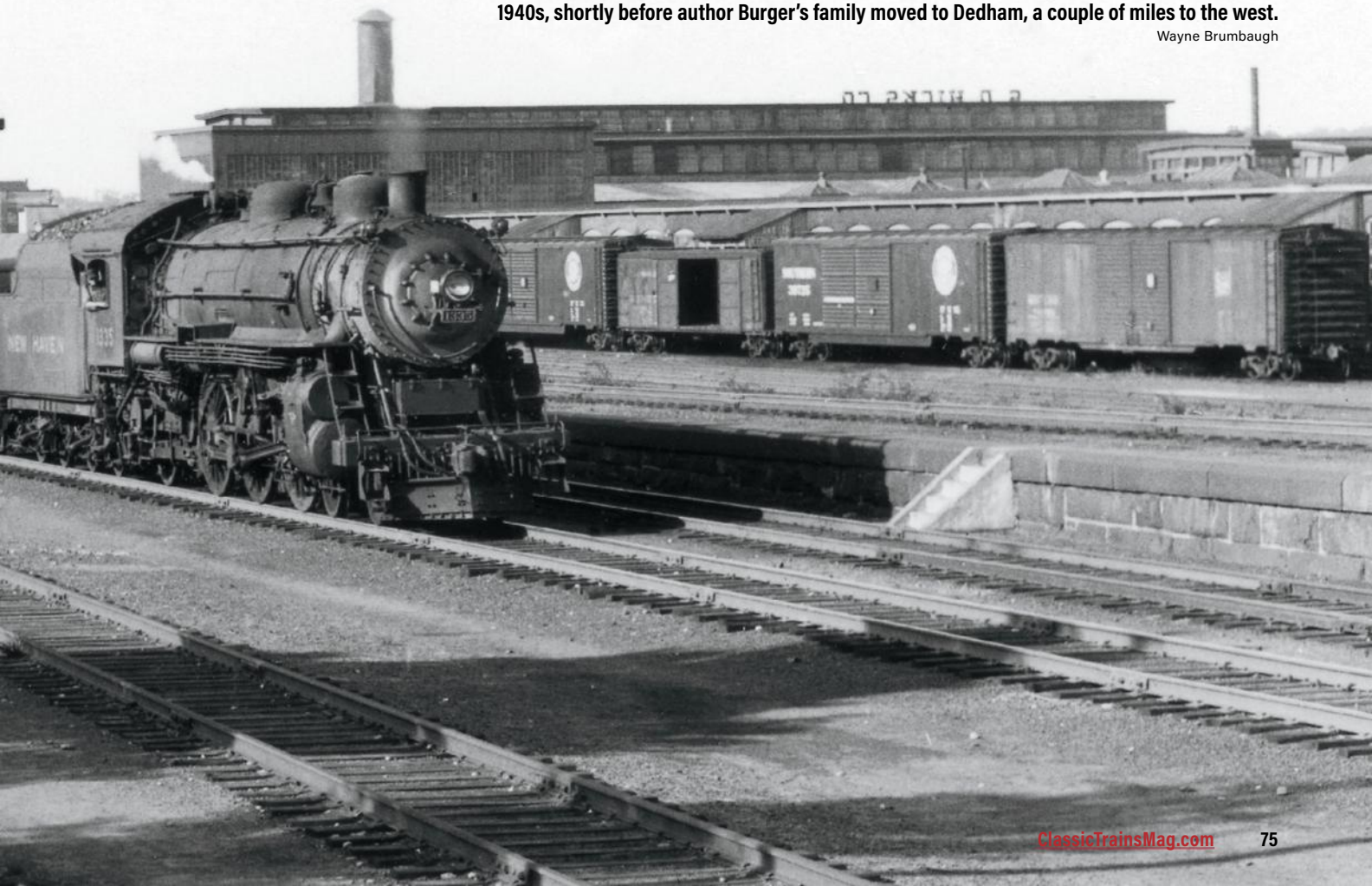
Dad’s B&A connection

My dad, through his job as manager of Union Carbide’s Boston office, got to know sales representatives and other folks on the New Haven and the Boston & Albany, NYC’s New England subsidiary. The B&A had the lion’s share of UC’s business, and I got to know its sales rep Al “Woodie” Woodside, who arranged visits to Beacon Park Yard as well as several fan trips, one of which covered a number of obscure branch lines using a pair of Budd RDCs. When I arrived at my first NYC management post in Cleveland some 10 years later, I found a wonderful letter from Woodie, harking back to those days and ending with, “Tell your

From our home in Dedham, I loved to listen as the steam-powered freights struggled up from Readville.

At Readville, Mass., New Haven I-2 Pacific 1335 heads Boston-Dedham train 977 in the mid-1940s, shortly before author Burger’s family moved to Dedham, a couple of miles to the west.

Wayne Brumbaugh



mom and dad I told them so . . ." I still have that letter, a gesture and example that I tried to emulate when I could.

I don't recall ever knowing a New Haven sales rep, but I do remember the day, in the depths of the road's misery, that Dad got so frustrated that he decided to call NH President George Alpert. Dad came home that evening and told us how surprised he'd been when Alpert himself answered the phone.

Trips to and from home, as well as visits to relatives in New York, involved Boston's South Station, so I guess it's natural that I have many memories of the place. Opened in 1899, within a year or two South Station was handling more than 700 trains a day. In the 1960s the New Haven scheduled around 100 total and the B&A around 20. The station buildings

included railroad offices, a railroad YMCA where I stayed several times, and a movie theater that was converted to a chapel known as Our Lady of the Railways in the 1960s. It was nicely done except that the sloping theater floor made genuflecting before entering a pew difficult.

Sights and sounds are a big part of what makes railroading so fascinating. Both the NH and B&A employed terminal switchers at South Station, mostly to shuttle cars to and from the Post Office and Railway Express yards. Alco high-hood switchers with Blunt trucks and their associated chains were the norm, and I loved to sit at the outer end of the longer platforms and watch and listen as they jingle-jangled their way through the puzzle switches. Those platforms were a great place to watch trains at any time but

especially on a winter evening when the gas-fueled switch heaters were lit.

I grew up with Lionel trains and a 4x8-foot layout, but I've never been a serious model railroader. During my Providence College years, however, I held a part-time job at the Boston Model Railroad Co., located right across Atlantic Avenue from South Station. By then I'd had my first New York Central summer job and the New Haven passenger crews would almost always honor my NYC pass, so commuting was free. I met a lot of New England railfans and modelers as well as railroaders there. New Haven engineman Dave Flanagan was a part-timer at the hobby shop as well, and I rode on his train several times. Like most NH engineers, Dave was a smooth passenger-train handler. I remember sitting in a

It's March 1956 and steam is gone, but the New Haven still commands the teenage Burger's attention with twin Alco DL109s on train 923 at Endicott, Mass.



Mack railbuses, an unsuccessful attempt to cut branchline passenger losses, languish in storage at the New Haven's Readville shops in 1957. Many Readville workers lived in Burger's community.



Alco PAs, RS11s, and DL109s fill the ready tracks at the New Haven's Dover Street engine terminal in Boston in September 1956. The units will handle passenger trains out of South Station.

coach seat, making a game of closing my eyes at departure time to see if I could tell when we began to move. Sometimes it was a noise rather than a feeling of motion that was the tip-off.

Edaville and Steamtown

Over the years I've been involved in one way or another with a number of tourist railroads and museums. My first exposure to one was the Edaville Railroad in South Carver, Mass., near Cape Cod. It opened in 1947 to haul supplies, cranberries, and tourists on a plantation owned by Ellis D. Atwood and was one of the first tourist railroads in the country as well as the start of today's Steamtown. Its two-foot-gauge equipment was from the Bridgton & Saco River Railroad in Maine, which had ceased operation in 1941. My

family spent time each summer on Cape Cod and I could usually talk Mom and Dad into a stop there.

Atwood died in 1950 and his family carried on until F. Nelson Blount took over the operation in 1957. Blount acquired standard-gauge equipment as well, some of which was displayed at Edaville for a while and later moved to Bellows Falls, Vt. There Blount established Steamtown USA, a museum and operating railroad, where I was a visitor and occasional volunteer in the early 1960s. In Vermont the Steamtown collection grew but patronage didn't, resulting in the move to Scranton, Pa., in the mid-1980s. The Steamtown National Historic Site opened in 1995 with visiting locomotives including Pere Marquette 1225 and Milwaukee Road 261 supplementing the Steamtown

fleet. I was a "guest engineer" on the 261 at the event. It was a far cry from the Edaville two-footers, without which there arguably would have been no Steamtown.

I still consider myself to be a New Englander, am still a Red Sox fan, and think of the many ways that my time there boosted my railroad interest and career. **■**

CHRIS BURGER, retired since 1998, lives in north-central Indiana with his wife Rita. This is the third entry in his "The Best of Everything" retrospective series.



NYC's Boston & Albany was another big Alco user. In a June 1961 scene at South Station, an RS3 departs with a suburban train while a PA waits to follow.



The switch heaters are doing their job as a New Haven FL9 picks its way into South Station with the Bay State from New York.

Unsung heroes of the north

Canadian National signal maintainers in the early 1950s souped up their track cars and found creative ways to bundle up

I have seen more than one article from signal department people saying that signal maintainers are the “unsung heroes” of railroading. Well, it is true.

In the 25-odd years following World War II, Canadian National Railways was moving steadily ahead in rebuilding track and plant, getting heavier motive power and better rolling stock, and was coming to realize that it had to consider the economies of double-tracking versus centralized traffic control on some critical subdivisions.

The country north of Lake Superior was either hard Canadian Shield granite or swamp or muskeg or clay belt, or combinations of all these. I am sure it didn't take much consideration to choose CTC, especially on the Oba Sub from Foleyet to Hornepayne. This was where the transcontinental passenger trains met — the *Super Continental* (trains 1 and 2), the *Panorama* (3 and 4), and our second-class express trains (102 and 103). Then throw in 20-odd freight trains and way freights, and you had a nightmare subdivision to operate.

CN decided to install CTC in 1951; most passing tracks were to have power spring switches, with no intermediate signals or call-ons. There were no roads in the territory, so where we signal maintainers were stationed, we were given track motor cars (“gas cars”) as our only form of rail transportation.

They were Fairmont M19F models, called a “1-4 Man Inspection Car” with a 5- to 8-h.p. two-cycle engine, a winter rear pulley formed of blades rather than smooth metal so snow wouldn't clog them up. Belt-driven, they had spark and gas controls, a 6-volt storage battery, generator, and headlight. The cars were equipped with snow brooms in the front, and we were given “ice cutter” winter tires which had ¼-inch steel stock welded around the middle of the tread of the rear wheels to cut through snow and ice. They worked, but they also made the grip of the flange on the track that much more tenuous.

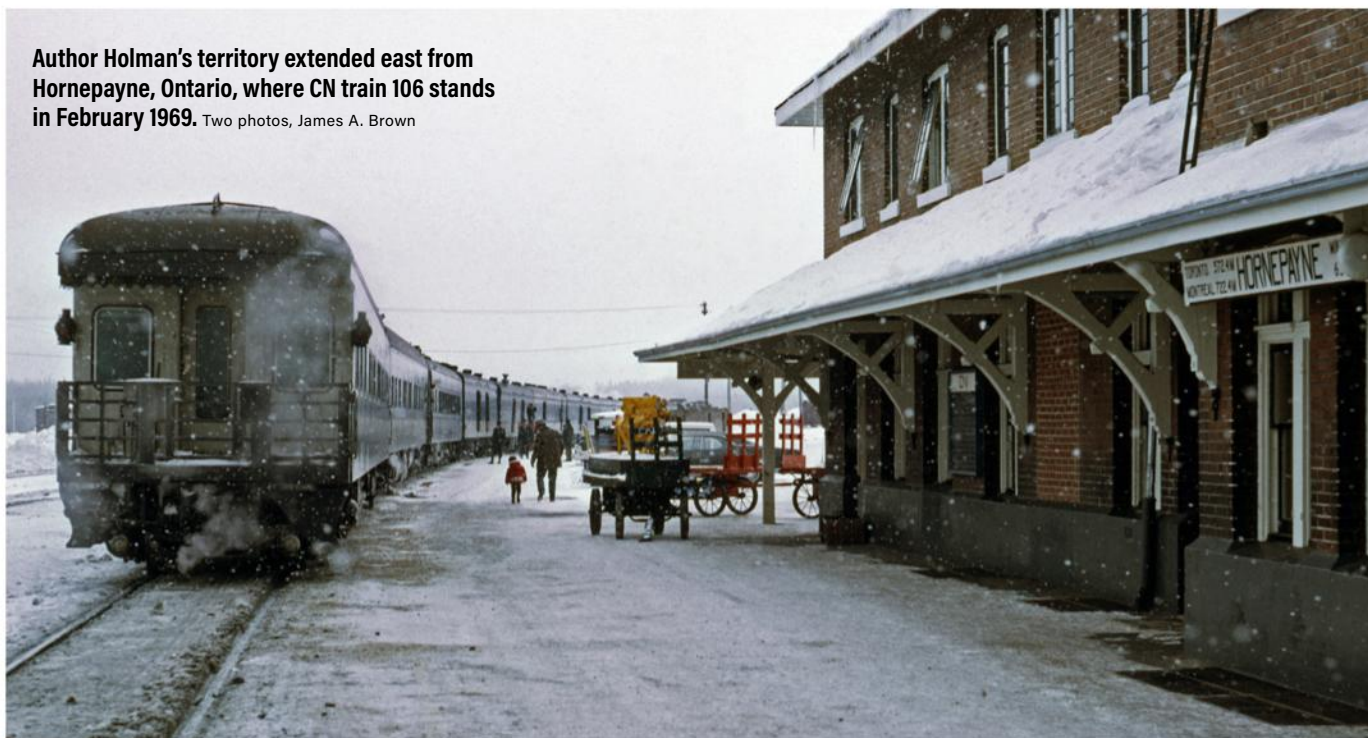
The Fairmonts were good machines, rugged and well built. Compared to the old, heavy “Sylvester” cars the section

gangs previously had, they were Cadillacs! However, they came at first with only a factory canvas screen, and the winter of 1951 on the Oba Sub was cold! I remember that for a period of six weeks, the temperature never went above -30 degrees Fahrenheit, night or day. This meant that as soon as we possibly could, we got frames built out of light pipe and stitched-on canvas to make a lightly rounded, back-sloping windscreen for a bit better protection, and a bit better aerodynamic performance as well.



CN's 148-mile subdivision between Hornepayne and Foleyet, Ont., was named for Oba, whose station is pictured in August 1988.

Author Holman's territory extended east from Hornepayne, Ontario, where CN train 106 stands in February 1969. Two photos, James A. Brown



This quickly brought us to trying to improve speed capability of these cars. We were a young, tough breed, and we were not satisfied to settle for the maximum 25 mph at which they were supposed to be operated. There were several things we could do to improve performance drastically (not all of which were legal as far as CN was concerned), and of course, we did every one of them, where we could get machinists to cooperate! I'm sure that Fairmont Motors Co. would have heard rumors about this. Anyway, I'll list these improvements, not necessarily in order of importance:

1. Take the cylinder head off the engine and cut down the mounting surface on a lathe.

2. Throw away the regulation gasket, make a gasket from thin copper sheet, and remount gasket and cylinder head using red shellac.

3. If this was done properly, a thin piece of solder inserted through the spark plug hole would be crushed when the piston was cranked to top dead center. It's anyone's guess what the compression ratio was!

4. The old tractor-type vibrator spark coil was replaced (in my case) by a Ford car coil, and the breaker points on the flywheel cam lightened up as much as possible. This modification had to be carefully maintained.


5. The engine drive pulley was built up with drive-belt material, preferably ¼-inch leather. This increased the drive-to-driver ratio considerably, with a corresponding increase in maximum speed.

6. We could requisition considerable quantities of denatured alcohol, since we used it as a de-icer in our track car gas tanks. Since the cars had two-cycle engines, with no valves to burn, it was a natural development to run our cars on a mixture of gas and alcohol, which enabled the engine to run cooler, produce more power, with no gas-line freeze-ups.


The end result of these improvements was that we had motor cars capable of perhaps 55 mph.

We were proud of our performance under sometimes appalling conditions. As an example, if I couldn't find a track failure (broken rail, broken joint, or broken bond wire) in 40 minutes after I was given the block to test, I would be very unhappy with myself.

One of the modifications we made to our track cars to let us achieve this was to mount a voltmeter on the front bar of the car with insulated wire leads to both front brake shoes. As we drove along a block




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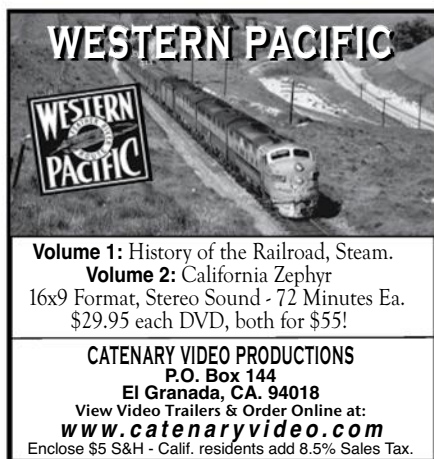
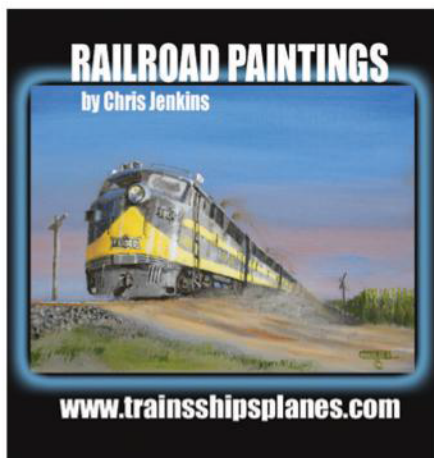
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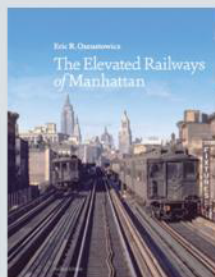


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The Way It Was

looking for a track failure, we dragged the brakes enough to pick up voltage from the rails. If we were checking from the battery-feed end of the block, we would follow an open circuit voltage of around 1.5 volts D.C. until it stopped and there would be the fault — almost invariably a broken bond wire. It was a simple addition to our gas cars, but very important.

Fast but (more or less) safe

In spite of the increased speeds we achieved, the only “flying off the track” type of derailment that I heard of was one that I was involved in myself. It was winter and I was the maintainer on the territory east out of Horne-payne. We were having a hard-driving snow storm and switches were filling up. The dispatcher called and asked if I could get out to Cree (first siding east) to clean out a switch. “Sure,” I said. “I’m on my way!”

I got a sectionman from the tool house next to mine, and away we went with a heavy wind at our back. We were almost to Cree when we came to the last piece of straight track and I could see up ahead that the crosswind was piling snow over the track for several hundred feet. I didn’t want to shovel that, nor did I intend to get stuck in it, so there was only one thing to do: Hit the drift wide open with the rail-sweep brooms down — and pray!

Well, it didn’t work. Both brooms broke, and I can remember us seeming to take off in a half barrel roll down a small slope into a snow bank. I yelled to the sectionman to hang on as we took flight, and neither he nor I was hurt. We sure had one hard time getting that car back on the rails, but only after I had wallowed through the deep snow to the nearest pole with my test phone and climbing spurs, contacted the dispatcher, and waited to let a couple of trains by. I simply told the dispatcher that a snow drift had derailed us, which was basically the truth.

“Souping up” gas cars gave us much better capability of doing our job whether it was regular maintenance or trouble-shooting. When you had to head out on your territory, with your only guide being a lineup of trains which the dispatcher put out to everyone on the subdivision at 7:50 a.m. containing perhaps 15 or 18 trains, you were at risk all the time on a

motor car. How far you went before you hauled off on a “take off” was strictly up to you! It is no wonder that we quickly realized the value of a track car that could stick with a freight train. If you got behind him within about two car-lengths, you were pulled along by his air suction.

This was dangerous, of course, but it did give you the ability to get by a meet, as long as you remembered to get over the points of a power switch before they began to move! It also gave you the ability to “grandstand.” More than once I came up right behind the knuckle of a van (caboose) at speed in winter, had the crew hand down a cup of tea to my helper, drank it, and handed it back! You had to watch the van’s coupler like a hawk in case the slack came back. I had that happen only once; our motor car suffered a broken headlight.

**Snow covered
the track ahead
for several
hundred feet.
There was only
one thing to do:
Hit the drift
wide open —
and pray!**

Another danger we had to contend with was the use of track torpedoes under flagging rules. It was bad enough to hit one at slower speeds, with the blast going off right in your face, but if they were “double gunned”

(two on each rail), it made for a heart-stopping explosion, and there was a very real risk of blowing a hole in your front wheels. Those torpedoes were made to be clearly audible to a hogger in the cab of a steam engine, and I had heard stories in those days of kids finding them, hitting them with a rock and losing a couple of fingers in the resultant explosion.

In the winter weather we had from 1951 to ’56, when I was on the Oba Sub, open-air operation on a motor car had to be planned for with due respect. When you go to do work or look for trouble when it’s 50 below zero, and you’ve got a wind-chill factor of who knows what, you can freeze a nose, cheeks, or fingers in a very short time. I had been lucky to get a World War II tank suit of the type, I was told, worn by tankers in the Italian Campaign. It zippered up the front, the sides of the legs, and the fly (which you used at your peril in the extreme cold!). Made of fine gabardine on the outside, with a smooth lining on the inside to slip on easily over pants and heavy shirt, with what must have been a thick internal layer of fiberglass, it was a life-saver.

Flight boots on the feet with ¼-inch felt liners, and put a van cushion on the

metal floor of the gas car to put your feet on. To protect the hands, I had my wife Joyce knit angora fur mitts (no fingers) which went on first, then wool and cotton liners, then long leather gauntlet mitts. Your head and face required good protection. I had Joyce knit me a "Balacava" of hard, heavy wool to fit down over my shoulders under the tank suit, with only a small hole for the eyes. Over this I put a parka hood, and around all this I wrapped a 6-foot wool scarf, parting the layers just enough for the eyes! And away we would go into 50 below; the worst problem would be the possibility of a broken code line in the extreme cold. Climbing a pole in belt and spurs in this outfit was akin to trying to get a grizzly bear to do the same thing!

I've often looked back as I climbed the promotional ladder, how much things have changed for signal maintainers since those days. Along came cabs for gas cars, then more powerful two-cylinder engines, then radio, then hi-rail trucks. And there was less work, as welded rail, dispatcher-controlled switch heaters, and other improvements came in. One thing is certain about those days, however: We were young and tough, proud of doing a rough job well, and all you had to do was say to us, "Perhaps you can get out there and fix that?" and we were away, night or day! — *Gerald K. Holman*

A native of St. Thomas, Ontario, Gerald Holman had a long career with CN. He died in British Columbia in 2015 at age 88.

All four . . .

Caught short once, an N&W fireman sets out to teach his engineer a lesson



N&W 2137 has one safety valve lifted as she tackles Christiansburg Hill with 106 cars in 1953.

Fred McLeod

In the early 1950s, a fellow named **Hank** was a young fireman on Norfolk & Western's Radford Division. On the extra fireman's list, he worked from Roanoke to Bluefield, W.Va., and to Bristol, Va.

Hank was a qualified passenger fireman and would occasionally catch a job firing a class J 4-8-4 or a K 4-8-2, but most of his jobs were on the 2100-series compound 2-8-8-2s (classes Y5, Y6, Y6a, and Y6b), dependable and powerful beasts that were ideal for both territories that Hank usually worked.

One fine afternoon, Hank got a short call for time freight 51 for Bristol with

engine 2144 and engineer Ed, a relatively young runner who was amiable, often fun-loving, and fast.

Hank got out to the engine when it was time to leave the ready track. Ed had gotten the necessary supplies but had to do his inspection and "oiling around" and hadn't had time to look at the fire. Although the fire wasn't ready to hit the road with a big train, Ed moved the 2144 out and tied onto the train. Hank had to try to get the fire in shape while they were doing the brake test, but didn't really have it ready when the highball came.

Hank figured that Ed would take it

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easy for a few miles to give him a chance to get right with his fire, but Ed went right after that 2144, beating her hard, and Hank's battle was lost. Ed showed the Mallet no mercy, and both the steam and water were dropping. Before they got to Elliston, 21 miles out, they had to stop so Hank could blow that 2144 hot. This he did, but his work didn't last long. Before they got to the top of Alleghany Mountain, Ed had to stop again for Hank to build steam.

Understand, now: An N&W 2100 was a good steaming engine, but it wouldn't fire itself; the fireman had to prepare the engine properly on the ready track, after which his trip was a piece of cake. If he got a short call, though, he didn't have a chance to do it right unless his engineer took it easy for a bit. And Ed hadn't taken it easy.

After they turned over the top of the mountain at Christiansburg, they drifted down to the junction at Walton and had easy running up the river to Radford. This, plus setting out and picking up cars at Radford, gave Hank the opportunity he

needed to get his fire in shape for the hundred miles further to Bristol. No more trouble was experienced on that trip. But Hank was embarrassed even though he had the excuse of a short call; he took pride in the way he did his job, and this rankled on him. He swore to himself that he'd never let Ed have that opportunity again. Hank was not one to get mad, but he did like to get even.

As fate would have it, a few weeks later Hank found himself called for 51 again — not a short call, this time — and Ed was going to be his engineer.

So before reporting time, Hank was already out on the engine, No. 2122, getting things prepared. He was firing the engine on the ready track like it was climbing Alleghany Mountain with a train of coal. A 2100 had four safety valves that lifted at 300, 302, 304, and 306 pounds, and Hank had all four of them up. The first pop valve that lifted on one of N&W's 300-pound pressure engines made a lot of noise, and you can imagine the fearful racket when all four were up. But Hank had stuffed little wads of moist-

ened cotton waste in his ears . . .

While they were putting the engine on the train, Hank kept after her; the brake test was made under deafening conditions and 51 got out of town. By the time they reached Elliston, the fourth valve had seated, and as they went around the curve to start up Alleghany Mountain Ed shouted across the cab, "Hank, do you think you might be able to ease off on her, just a little?"

Well, Hank did ease off on her a little, and one by one the rest of the pops went quiet. Ed and Hank stopped at Radford to do their work, and went on to Bristol, but a lot of water had gone out of the pops that trip. Thanks to the 2122's auxiliary tender, there was no chance of running short.

Hank got occasional subsequent short calls, but for engineers who took it easy until he got his fire in shape. One would hope that Ed, after his deafening experience, treated short-call firemen with a little more consideration.

After all, you never knew who might want to get even. — *Ed King*

Weekend visits to Indiana

Trips to see relatives in the 1940s and '50s provided opportunities for some Hoosier train-watching

When I was a kid in Xenia, Ohio, my family often visited relatives in Indiana over three-day weekends, including Memorial Day in May. Our destination was the triangular area formed by the towns of Sheridan, Cicero, and Noblesville in Hamilton County, north of Indianapolis. During our return to Ohio, we would lis-

ten to the Indianapolis 500-mile race on the car radio. We made a pit stop of our own at Miller's cafeteria in Richmond for some ice cream refreshment.

Hortonville

In 1946, right before the Monon's upgrade under John W. Barriger III's leader-

ship, passenger trains still consisted of old green heavyweight coaches pulled by lightweight Pacific locomotives. I got to see one such outfit pass through this small rural town. Perhaps "village" better describes Hortonville, whose grain elevator overshadowed the few buildings and narrow streets. Hortonville is at the inter-



At tiny Hortonville, Ind., a 4-6-2 comes and goes with the Monon's Chicago-Indy *Hoosier*, very much a standard train, in the mid-1940s.

Two photos, Harry Noble collection





After John W. Barriger III became president in 1946, the Monon re-equipped its passenger trains with brightly painted diesels and rebuilt cars; this is the *Tippecanoe* at Sheridan, Ind.
Harry Noble collection

section of two country roads. The Monon crossed them both, protected by simple wooden crossbucks.

I remember Dad driving there from my uncle's small farm just to see the afternoon train to Indianapolis, the *Hoosier*. After a short wait, smoke appeared in the distance, followed by a *clickety-clack* passage and a quick disappearance to the south. I'm glad Dad got two pictures that help with the memories.

Only a few years later, we made another trek to Hortonville to see the north-bound *Hoosier*, heading for Chicago at twilight. What a change! Its approach was heralded by a Mars light sweeping through the sky followed by a grade-crossing warning from a one-tone air horn. The Monon had dieselized!

Sheridan

One of the best places to watch Monon trains in Hamilton County was the town of Sheridan. Although the retail business district was only a block long, farm-related industry added a grain elevator, a canned milk plant, coal and oil jobbers, and a tractor-implement dealer. The railroad station was just a few steps from the center of town. Its typical Midwest style included the requisite bay window with train-order semaphore standing alongside. Nearby freight sidings and a team track provided an ugly BL2, done up in the Monon's black-and-gold freight colors, with switching opportunities.

A passenger train, the Chicago-Indianapolis *Tippecanoe*, painted in red and gray, was scheduled through in early af-

ternoon. Two F3 cab units were pulling four ex-Army hospital cars that the Monon shops had completely reworked into modern passenger cars. A quick stop to board a few customers and handle mail and express, and then the *Tippecanoe* resumed its trek. The BL2 continued its slow back-and-forth shuffle, and one could hear the telegraph through the depot's open bay window. The year was 1951, as attested to by the photo above of our blue Kaiser auto parked beside the station.

Cicero

It seems like all the small Indiana towns I can recall had only one block of retail business buildings. Cicero was no exception. Parking, however, was different. It was in the middle of the street! The north-south road from Noblesville was two through lanes of concrete separated by a humped gravel divider strip. The gravel area was where my uncle would park his Model A Ford. It turns out that this was the remains of the roadbed from the old Indiana Railroad interurban line. After the interurban folded, rather than rebuild the highway or clutter side-street curbs, everyone simply parked where the track had been.

Downtown existed in the space between the Nickel Plate Road tracks and the intersection of roads to Sheridan and Noblesville. The Sheridan road entered town through a wooden covered bridge. As I remember, there was a five-and-dime store, grocery store, department store, hardware store, and maybe a furniture store. Behind the corner hardware

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were hidden a set of gasoline pumps and auto repair shop. A bank, ice cream parlor, telephone exchange, and the NKP station sat across the tracks. Industry consisted of a cannery, lumber company, and grain elevator.

The NKP through town was never very busy. Most trains I saw were freights. But I do remember a passenger train stopping in 1945 or '46, after lunch (hamburger and chocolate malt). There was a large crowd at the little station. I'm sure the motive power was steam, with old and dirty coaches, going southbound. To this day I cannot find a Nickel Plate timetable showing a schedule of that train. Perhaps it was a special.

Noblesville

I had several uncles named Wise living in Noblesville in the 1940s and '50s; otherwise our family had no connection to the place, despite its name.

Noblesville had two active railroads in the 1950s. The Nickel Plate ran north-south, coming down from Tipton, through Cicero, across the Whitewater River, through Noblesville, and thence to Indianapolis. In town, it went right down the middle of the street on the west side of the county courthouse. The line was freight-only by this time.

The Midland Railway resulted from a consolidation of smaller lines in 1885. It ran from Muncie, through Noblesville, before reaching Brazil in western Indiana, a total distance of 117 miles. In 1903 the line was purchased at a foreclosure sale

by the Big Four (NYC) and the Panhandle (PRR) and was renamed Central Indiana Railway. About 1927, the joint owners began reducing operations until, by 1943, the line ran only from Anderson to Lebanon, 42.5 miles.

Through Noblesville its tracks ran east-west and crossed the NKP four blocks south of downtown. West of this diamond was a run-down old frame station, a remnant from the days of passenger traffic. The Central Indiana's short freights were pulled by the road's only locomotive, an Electro-Motive SW1 switcher painted green and yellow. I remember seeing just as many trains on this line (two) as I did on the Nickel Plate.

Richmond

On one return trip, we detoured a couple of blocks north of downtown, rather than following the marked U.S. Route 40. This took us past the Pennsylvania's passenger station (Dad's favorite railroad) and brought us out at Glen Miller Park onto Route 40 again. The station was an imposing edifice with several platforms covered by a trainshed.

We were in luck for train-watching that day in May. At least two flyers arrived, boarded passengers, and departed. I believe both were westbound. One was powered by the usual K4 Pacific, the other by a streamlined T1 4-4-4-4. Although diesels were starting to appear with some regularity, steam was more in evidence that day . . . a fitting end to an enjoyable weekend. — *Harry Noble* ■



SW1 No. 1 — the Central Indiana Railway's entire motive-power fleet — leads a freight across the NKP diamond at Noblesville, Ind. For more on the little road, see Spring 2013 *CLASSIC TRAINS*.
Harry Noble collection

Next Issue



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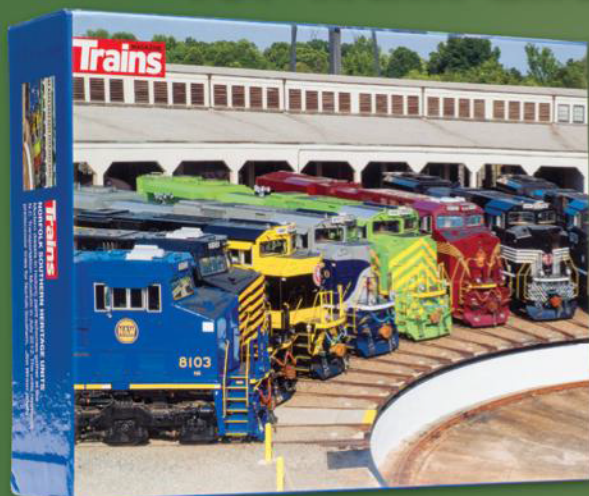
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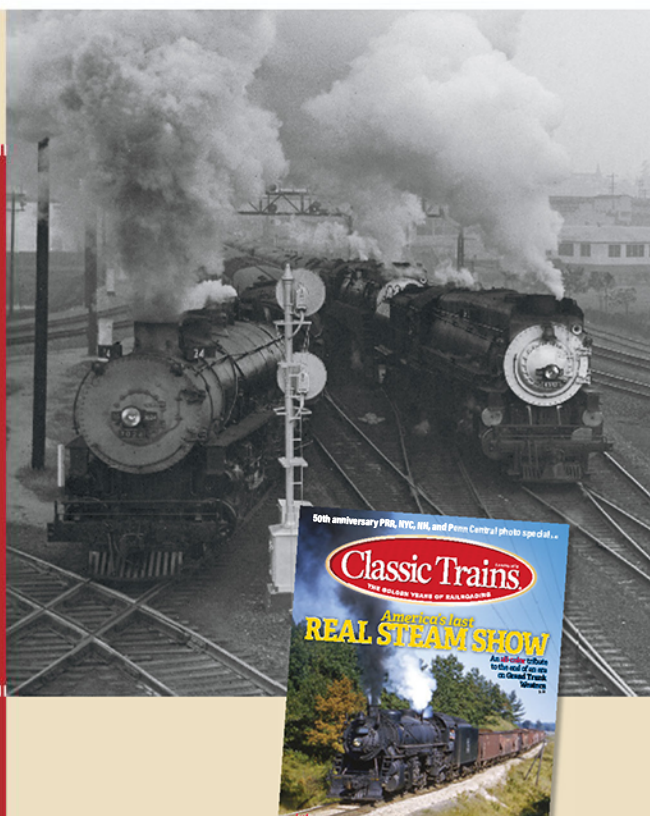
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Nexus of the Great Third Rail

Few interurbans had as many nicknames as the Chicago Aurora & Elgin: Great Third Rail, for its method of power distribution (apart from some short segments of trolley wire); Sunset Lines, for what the trains faced as they carried commuters home; and Roarin' Elgin, for the road's fast running. Opened in 1902, CA&E gained access to Chicago's Loop via rapid-transit lines in 1905. Utilities magnate Samuel Insull assumed control in 1925 and, as he did with the North Shore Line and South Shore Line, improved the property. Totalling 66 route-miles at its peak, CA&E was double track 25 miles to Wheaton, from where single-track lines reached the

Fox River cities of Elgin, St. Charles (abandoned in 1937), Batavia, and Aurora. Ridership peaked in 1947, but plummeted after expressway construction severed the Loop connection in 1953. Infamously, CA&E suspended passenger service at midday on Wednesday, July 3, 1957, stranding patrons who had ridden that morning. The road's meager freight service ended June 10, 1959, and today recreational trails occupy most of the right of way.

In this mid-1950s view, a Chicago local formed of car 400 (Pullman, 1923) and a 451-series curved-side car (St. Louis, 1945) pulls out of the yard at Wheaton. CA&E's 10-track shop building is in the background.

Photo: Frank and Todd Novak collection





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Chessie's Virginia home

The C&O Historical Society maintains a big presence in Clifton Forge

BY RON FLANARY



Half of C&O's 115-foot Clifton Forge turntable, being relocated to the C&OHS heritage center, creeps past the society's headquarters, archives, and retail store on Ridgeway Street in the wee hours of June 9, 2017. The group plans to restore the table to operation at the heritage center.

Chuck Almarez, Fire and Light Gallery

"Mighty oaks from little acorns grow"

Who among us cannot trace our interest in railroads to our youth, when we were enthralled by the thunderous passage of a steam locomotive on a fast manifest, or the thrill of brightly painted E units roaring through our community with a fast passenger train?

Tom Dixon was no different. Tom grew up in Alderson, W.Va., a town on the west slope of the famed double-track main line of the Chesapeake & Ohio between Hinton, W.Va., and Clifton Forge, Va. Tom's growing interest and curiosity about the C&O's history, operations,

equipment, structures, and all aspects of its vast operations was to become his life calling. In a time well before the instantaneous connectivity of the internet and social media, Tom slowly learned of others who shared his passion for the railroad. In 1969 he decided to type up and distribute a mimeographed newsletter and send it around to those few he knew. The newsletter became a monthly periodical, and by 1975 the Chesapeake & Ohio Historical Society was launched as a not-for-profit organization, with a goal of assembling, sharing, and preserving the history of this great American railroad system.

As is the case with similar organizations, the primary focus of the C&OHS is on the transition era from steam to diesel, and the postwar efforts to retain and grow passenger traffic. For the C&O, it was a heady and fascinating time of the stillborn *Chessie* streamliner, enormous 2-6-6-6s pulling and pushing huge coal trains over the summit of the Alleghenies, big 2-10-4s thundering north from Kentucky with coal for the Midwest, the passages of the first-class *George Washington*, *F.F.V.*, and *Sportsman* passenger trains, and the daily flood of coal trains and mine runs throughout West Virginia.

Today's C&OHS is one of the most



The restored Clifton Forge freight house, visible beyond 4-8-4 No. 614, houses displays and other items that tell the story of the C&O.

Robert Catlin



Replicas of a standard C&O depot and JD Cabin, constructed by C&OHS from drawings in its collection, stand in Smith's Creek Yard.

Robert Catlin

prolific non-profit historical railroad preservation groups in the country. Headquartered in what was arguably the "heart of the C&O," Clifton Forge, the society has become an important part of the region's local economic development efforts. The initial flag was planted in an old office building at 312 E. Ridgeway Street. Today this facility houses the group's considerable archives, as well as a retail sales operation. The C&OHS is one of few such organizations with the horsepower to employ a full-time paid staff as well as several part-time positions. Besides much of the administrative func-

tions of the society, the staff manages the archives and handles all sales, both at the store and through on-line purchases.

The C&OHS benefited greatly from the support of C&O President (and co-founder of CSX) Hays T. Watkins, and for that reason, the facility bears his name. The collection of company photos, timetables, drawings, and valuation maps is one of the most comprehensive compilations of such material on a single company in the nation. These materials were donated by Chessie System and later CSX between 1982 and 1999. The conservation and indexing of this material is an on-going task, carried out largely on a volunteer basis by C&OHS members.

RAILWAY HERITAGE CENTER

The society's second facility at Clifton Forge is the Railway Heritage Center. Inside the restored 1895 freight depot is a museum describing the railroad's history through interpretive displays and artifacts. The museum is designed to explain the reason for the railroad's existence, the challenges faced to build and operate it, and the enormous role it played in the development of the region it served, as well as the economic explosion that created our modern country, and the push to westward expansion of the nation. An O-scale operating model railroad presents some of the key locations along the line, with many of the C&O's most notable facilities reproduced in miniature.

Outside, visitors can tour Smith's Creek Yard, a collection of former C&O passenger and freight cars, plus several innovative structures. By using the detailed standard plans and specifications from its own archives, the C&OHS constructed a full-sized replica of JD Cabin, a standard depot, passenger shelter, and motorcar shed. The real JD Cabin was located just over a mile east of the site of the reproduction, where it controlled the

junction between the coal-heavy James River line via Lynchburg and Richmond to Newport News, Va., and the Mountain Subdivision via Staunton, Charlottesville, and Gordonsville, Va., where the route split to Washington and the alternate line to Richmond via Doswell, Va. C&O GP7 5828, on loan from the Virginia Museum of Transportation, arrived at Clifton Forge in 2010 and was cosmetically restored in 2012. Also on the property, though not owned by the society, is C&O 4-8-4 No. 614; painted for a proposed-but-never-launched excursion train in partnership with The Greenbrier resort, it is currently for sale. The society also owns a C&O SD40, stored off-site pending installation of traction motors.

Until recently, the C&OHS was the owner of former Clinchfield F7 No. 800, of more recent fame as the lead unit for the 2017 CSX Santa Train. The engine had been donated years earlier to the society by CSX, but it was sold and exchanged for a former Union Pacific E9. The non-operable E unit is to be cosmetically restored to represent a C&O E8 in the tri-color paint scheme and displayed at Clifton Forge.

For those looking for an opportunity to visit Clifton Forge and the facilities of the C&OHS, a great outing is to take Amtrak's triweekly *Cardinal*. This Chicago-Cincinnati-Washington-New York service is scheduled into Clifton Forge eastbound approximately 12:45 p.m. The westbound *Cardinal* arrives about 4:15 p.m. The train's on-time performance can be unpredictable (particularly eastbound), so travelers from the west should not necessarily expect a long layover in Clifton Forge if planning to return west the same day. Travelers from the east would need to stay two nights since both trains call at Clifton Forge on Wednesday, Friday, and Sunday only.

This year marks the 30th anniversary of the opening of the archives in Clifton Forge, and 2019 will be celebrated as the 50th anniversary of the society, whose members number 2,200 worldwide. As with similar organizations, an annual convention is held. Annual membership (regular) is \$45, and it brings an excellent magazine published bi-monthly. More information can be found at www.cohs.org and www.chessieshop.com. **L**

RON FLANARY, an accomplished rail historian, author, and photographer, is active in rail preservation. He's a frequent and long-standing contributor to CLASSIC TRAINS and TRAINS.



Donated and painted by CSX, SD40 7534 shows C&O's pre-Chessie System image. It's now at the Buckingham Branch Railroad.

Robert Catlin

IN THE APRIL ISSUE

SPECIAL ISSUE Short lines & regionals

Six independent short lines

Reading's Good Spring branch, then and now

Map: Genesee & Wyoming system

Arizona's Copper Basin

Plus: Rob Krebs on Southern Pacific's late 1970s Texas crisis

Trains

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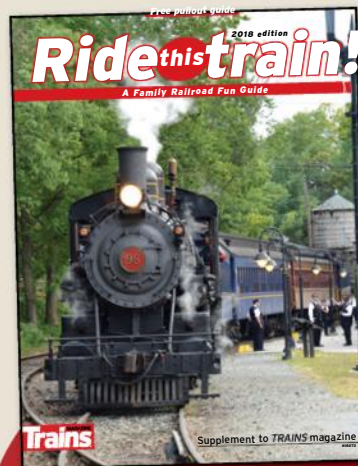
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The Canadian at Vancouver

CP Rail FP9s 1406 and 1405 idle at the head of train 2, *The Canadian*, before the streamliner begins its transcontinental voyage from Vancouver, British Columbia, to Toronto and Montreal. In the background is CP's red-brick passenger station, the road's third Vancouver terminal building, all located on the Burrard Inlet waterfront. The first, in 1887, was a wooden, shed-like affair; it was replaced in 1898 by a substantial structure in the Chateau style favored for many Canadian railway buildings and hotels. The third station, a neoclassical design with a grand colonnade along Cordova Street, opened in 1914. By the time of

this photo, made shortly before VIA Rail's 1978 takeover of CP's passenger operations, the only train using the terminal was *The Canadian*, which VIA moved to the Canadian National station across town the following year. By then, the CP building had become the gateway to a cross-harbor SeaBus dock, joined in 1985 by a SkyTrain transit station on part of the CP right of way. "Real" trains returned in 1995 with the launch of West Coast Express commuter service on CP's line east. A quiet remnant of Canadian Pacific's glorious past in 1978, Waterfront station, as it's known today, is now a busy transportation hub. ■

Photo: John C. Illman

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